

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

SUBJECT: FINAL FY 2012 – 15 TRANSPORTATION IMPROVEMENT PROGRAM

BACKGROUND:

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

The attached program provides for projects for street improvements, CyRide improvements, and trail projects. In addition, the plan involves annual support for a pavement management program that is operated statewide, as well as annual support of the Statewide Urban Design and Specifications (SUDAS) program. The pavement management program will provide critical data as decisions are made concerning timing of pavement rehabilitation projects. The SUDAS program brings several benefits, including increasing bidder interest since 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 this plan was developed. The FY 2012 street projects will be reconstructions or rehabilitations of the following streets: Ash Avenue from Mortensen Parkway to Knapp Street, Ridgewood Avenue from 13th Street to 16th Street, and Hayes Avenue from 20th Street to 24th Street. The Skunk River Trail Extension from the Hunziker Youth Sports Complex to S.E. 16th Street is scheduled to be constructed for the FY 2012 trail project.

A public input session was held on April 26, 2011, to discuss the TIP and receive comments. No revisions were requested by the public. The deadline for the final submission to the Iowa Department of Transportation (Iowa DOT) is July 15, 2011.

ALTERNATIVES:

1. Approve the Final FY 2012 – 15 TIP.
2. Direct staff to modify the Final FY 2012 – 15 TIP.

ADMINISTRATOR'S RECOMMENDATION:

The AAMPO Technical Committee reviewed the Draft FY 2012 – 15 TIP and unanimously recommended approval. The AAMPO staff received and addressed comments from the Iowa DOT, FHWA, and FTA. At the public input session, no revisions were requested by the public. Therefore, it is recommended by the Administrator that the Transportation Policy Committee adopt Alternative No. 1, thereby approving the Final FY 2012 – 15 TIP.



Ames Area

metropolitan planning organization



TRANSPORTATION IMPROVEMENT PROGRAM

FY 2012 – 2015

FINAL

June 28, 2011

"The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation."

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Federal Highway Administration Section

Project Selection

The Ames Area Metropolitan Planning Organization (AAMPO) Transportation Policy Committee (TPC) adopted a project rating criteria system as a means of ranking submitted projects. Highway capacity improvement projects were selected using Level of Service criteria; rehabilitation and reconstruction projects were selected based upon pavement condition index and field review. The highest ranking projects are then presented to the Transportation Technical Committee (TTC) for review and recommendation. A recommendation is then passed on to the TPC for action.

Enhancement projects consist of open space trails that have been developed during the public involvement process for the Long Range Transportation Plan (LRTP) update; new trail segments are identified and ranked by the users and the Parks and Recreation Commission. Trail segments shown in the plan are sized proportionately based upon estimated construction costs.

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

All projects are consistent with the approved 2035 Long Range Transportation Plan adopted on Oct. 12, 2010.

AAMPO FY 2012 – 15 Transportation Improvement Program

FY 2011 Project Status Report

<i>TPMS #</i>	<i>Project Number</i>	<i>Location</i>	<i>Type of Work</i>	<i>Status</i>	<i>Total Project Cost</i>	<i>Total Federal Aid</i>	<i>Sponsor</i>
17025	STP-E-0155()-8V-85	Skunk River Trail: Inis Grove Park to Bloomington Road	Ped/Bike Grade & Pave	FHWA Approved / Removed From Programming	\$ 136,000	\$ 86,000	City of Ames
14980	STP-E-0155(ADA)--8V-85	Skunk River Trail: Bloomington Road to Ada Hayden Park	Ped/Bike Grade & Pave	FHWA Approved / Removed From Programming	\$ 200,000	\$ 73,000	City of Ames
20050	ER-0155(672)--8R-85	6TH ST: Under 6th Street Bridge over Squaw Creek	Rip Rap	Approved / June 21, 2011 Letting	\$ 19,000	\$ 15,000	City of Ames
20051	ER-0155(673)--8R-85	LINCOLN WAY: Under Lincoln Way Bridge Over Squaw Creek	Rip Rap	Approved / June 21, 2011 Letting	\$ 150,000	\$ 120,000	City of Ames
20052	ER-0155(674)--8R-85	SOUTH DAYTON AVENUE: From Theisen's North Entryway NE 0.14 MI	Shoulder Grading	Approved / June 21, 2011 Letting	\$ 14,000	\$ 11,000	City of Ames
16103	RGPL-PA22()-PL-85	Ames MPO Planning: PL Funds for Transportation Planning	Trans Planning	FHWA Approved / Completed	\$ 388,000	\$ 308,000	AAMPO
9590	RGPL-PA22(PMS)--ST-85	VARIOUS: PAVEMENT MANAGEMENT	Miscellaneous	FHWA Approved / Completed	\$ 6,000	\$ 5,000	AAMPO
9589	RGPL-PA22(UDS)--ST-85	VARIOUS: STATEWIDE URBAN DESIGN STANDARDS	Miscellaneous	FHWA Approved / Completed	\$ 5,000	\$ 4,000	AAMPO
19245	STP-U-0155()-70-85	ASH AVE: Mortensen Pkwy to Knapp St	Pavement Rehab	FHWA Approved / Rolling Over Funding	\$ 1,325,000	\$1,060,000	City of Ames
18658	STP-E-0155(SDayton)--8V-85	S DAYTON AVE: E.Lincoln Way to South Gateway	Ped/Bike Paving	FHWA Approved / Completed	\$ 275,000	\$ 86,000	City of Ames
16032	ILL-0155(Grand3)--93-85	Grand Avenue: South 16th Street to Squaw Creek Drive; S.16th/S.Duff Intersection	Grade and Pave , Bridge New	FHWA Approved / Rolling Over Funding	\$17,000,000	\$ -	City of Ames
18655	STP-U-0155(STATE)--70-85	STATE AVE: Oakwood Road to US HW 30	Pavement Rehab	FHWA Approved / Rolling Over Funding	\$ 1,325,000	\$1,060,000	City of Ames
19249	STP-E-0155()-8V-85	Squaw Creek: Skunk River to S. Duff Avenue	Ped/Bike Grade & Pave	FHWA Approved / Removed From Programming	\$ 275,000	\$ 86,000	City of Ames
18659	ILL-0155()-93-85	NORTH DAKOTA AVE: Toronto Street to 215th Street	Bridge New	FHWA Approved / Rolling Over Funding	\$ 8,000,000	\$ -	City of Ames
17023	STP-U-0155()-70-85	East Lincoln Way: S Duff Avenue to S Skunk River	Pavement Rehab	FHWA Approved / Rolling Over Funding	\$ 1,325,000	\$1,060,000	City of Ames
19250	STP-E-0155()-8V-85	Squaw Creek: S. Duff Ave. to S. Grand Ave.	Ped/Bike Grade & Pave	FHWA Approved / Removed From Programming	\$ 275,000	\$ 86,000	City of Ames
20551	HDP-0155()-71-85	Grand Avenue: S. 16th St North 0.1 miles to Coldwater Clubhouse Entrance	Grade and Pave	FHWA Approved / July 19, 2011 Letting	\$ 637,000	\$ 510,000	City of Ames
19248	STP-U-0155()-70-85	24TH ST: UPRR to Northwestern Ave	Pavement Rehab	FHWA Approved / Rolling Over Funding	\$ 1,325,000	\$1,060,000	City of Ames

Fiscal Constraint

The AAMPO FY 2012 programming targets are \$1,321,450 for the highway element and \$91,053 for the enhancement element. The project costs shown in the TIP are in year of expenditure dollars. This is accomplished by developing an estimate of costs in the current bidding environment and then applying an inflation factor of 4% per year.

The Ames City Council has programmed these projects in the City of Ames 2011-2016 CIP for the local funding allocation. These funds are generated from the City's annual Road Use Tax Fund (RUTF) distribution, Local Option Sales Tax, and General Obligation (GO) Bonds. The transit program does not have targets, and thus the requests involve significant costs in the anticipation of maximizing the amounts received.

AAMPO FY 2012 – 15 Transportation Improvement Program

Financial Constraint Summary Tables

AAMPO STP Program Federal Aid				
	2012	2013	2014	2015
Surface Transportation Program (STP) Balance (Carryover)	\$789,399	\$1,041,849	\$981,849	\$923,849
STP Target	\$1,321,450	\$1,011,000	\$1,011,000	\$1,011,000
Total Available for Programming	\$2,110,849	\$2,052,849	\$1,992,849	\$1,934,849
Total STP Programmed	\$1,069,000	\$1,071,000	\$1,069,000	\$1,071,000
Balance of STP Funds	\$1,041,849	\$981,849	\$923,849	\$863,849

AAMPO TE Program Federal Aid				
	2012	2013	2014	2015
Transportation Enhancement (TE) Balance (Carryover)	\$32,246	\$37,299	\$107,299	\$17,299
TE Target	\$91,053	\$70,000	\$70,000	\$70,000
Total Available for Programming	\$123,299	\$107,299	\$177,299	\$87,299
Total TE Programmed	\$86,000	\$0	\$160,000	\$0
Balance of TE Funds	\$37,299	\$107,299	\$17,299	\$87,299

AAMPO Forecasted Operations and Maintenance Expenditures on Federal Aid System				
	2012	2013	2014	2015
City Operations	\$486,027	\$505,468	\$525,687	\$546,714
City Maintenance	\$926,552	\$963,614	\$1,002,159	\$1,042,245
Total Operations and Maintenance	\$1,412,579	\$1,469,082	\$1,527,845	\$1,588,959

Source: 2010 City Street Finance Report

AAMPO Forecasted Non-Federal Funding						
	2010	2011	2012	2013	2014	2015
Total RUTF Receipts	\$4,484,318	\$4,663,691	\$4,850,238	\$5,044,248	\$5,246,018	\$5,455,859
Total Other Road Monies Receipts	\$5,400,093	\$5,616,097	\$5,840,741	\$6,074,370	\$6,317,345	\$6,570,039
Total Receipts Service Debt	\$11,777,715	\$12,248,824	\$12,738,777	\$13,248,328	\$13,778,261	\$14,329,391
Total Non Federal Road Fund Receipts	\$21,662,126	\$22,528,611	\$23,429,755	\$24,366,946	\$25,341,624	\$26,355,288

Source: 2010 City Street Finance Report

AAMPO Funding Programs Summary					
	2012	2013	2014	2015	Total
STP Project Total	\$2,970,000	\$1,511,000	\$1,796,000	\$1,966,000	\$8,243,000
STP Federal Aid	\$1,069,000	\$1,071,000	\$1,069,000	\$1,071,000	\$4,280,000
NHS Project Total	\$4,900,000	\$0	\$0	\$0	\$4,900,000
NHS Federal Aid	\$0	\$0	\$0	\$0	\$0
ENH Project Total	\$436,000	\$0	\$860,000	\$0	\$1,296,000
ENH Federal Aid	\$86,000	\$0	\$160,000	\$0	\$246,000
PL Project Total	\$0	\$0	\$400,000	\$0	\$400,000
PL Federal Aid	\$0	\$0	\$320,000	\$0	\$320,000
ILL Project Total	\$1,500,000	\$4,650,000	\$6,500,000	\$11,700,000	\$24,350,000
ILL Federal Aid	\$0	\$0	\$0	\$0	\$0

Network Operations and Maintenance

The capital investment and other measures necessary to preserve the existing transportation system, as well as operations, maintenance, modernization, and rehabilitation of existing and future transportation facilities are annually reviewed and programmed. Preservation, operating, and maintenance costs are included as a priority for funding. Maintenance and rehabilitation projects are also included in the AAMPO LRTP. In addition to STP funding, the City of Ames utilizes RUTF, Local Option Sales Tax, and General Obligation funding for system preservation projects. A program is also included in the City of Ames 2011-2016 CIP to address shared use path maintenance. The LRTP and Land Use Policy Plan (LUPP) both use an intersection efficiency standard of Level of Service (LOS) C.

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 Iowa State University (ISU), League of Women Voters, and others in accordance with our approved Public Participation Plan (PPP). In addition, as previously noted, projects are available for public review and comment through the City of Ames CIP process. A public input session was held on April 26th, 2011 to discuss the TIP and receive comments. No revisions were requested by the public.

Title VI Compliance

The Ames Area MPO adheres to the City of Ames's Title VI of the Civil Rights Act of 1964 Compliance Plan. The AAMPO carries out its transportation planning processes without regard to race, color, or national origin. The Compliance Plan provides information on the Ames Area MPO Title VI compliance policies, complaint procedures, and a form to initiate the complaint process for use by members of the public. For more

information or to file a complaint or concern, please contact the AAMPO Administrator at the City of Ames Public Works Administration Office at 515-239-5160.

Self Certification

The AAMPO 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 on March 22, 2011 (a copy of the document is attached in Appendix C).

Revising the TIP

Revisions are defined as changes to a TIP that occur between scheduled periodic updates. There are two types of changes that occur under the umbrella of “revision”. The first is a major revision or “Amendment”. The second is a minor revision or “Administrative Modification”.

Amendment

An amendment is a revision to the TIP that involves a major change to a project included in the TIP. This includes an addition or deletion of a project, a major change in project cost, project or project phase start dates, or a major change in design concept or project scope. Any changes to projects included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, or a conformity determination (for MPO TIP’s involving non-exempt projects in non-attainment and maintenance areas). Changes that affect fiscal constraint must take place by amendment to the TIP.

Administrative Modification

A minor revision to the TIP is an administrative modification. It includes minor changes or project phase costs, minor changes to funding sources of previously included projects, or minor changes to a project or project phase start dates. An administrative modification is a revision that does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).

Amendment vs. Administrative Modification

There are four main components that can be used to determine whether a project change constitutes an amendment or an administrative modification. They include the following:

Project Costs – Determination will be made based on the percentage of change or dollar amount of change in federal aid. Projects in which the federal aid has been changed by more than 30% or total federal aid increases by \$2.0 million or more will require an amendment. Anything less can be processed with an administrative modification.

Schedule Change – Changes in schedules to projects which are included in the first four years of the TIP will be considered administrative modifications. Projects which are added to or deleted from the TIP will be processed as amendments.

Funding Sources – Additional federal funding sources to a project will require an amendment. Changes to funding from one source to another will require an administrative modification.

Scope Change – Changing project termini or changing the amount of through traffic lanes will be processed as an amendment. Other examples of changes that require an amendment include changing the type of work from an overlay to reconstruction or changing the project to include widening of the roadway.

Procedural Requirements for Revisions

Amendments are considered major revisions and therefore have more procedural requirements. The main requirement is an opportunity for public input. The second is technical and policy board approval of the amendment. Public involvement for amendments will occur at the local level for all AAMPO amendments.

Statewide public review for Iowa DOT project amendments takes place at the time of inclusion in the Iowa DOT's Statewide TIP (STIP). Iowa DOT sponsored projects within the AAMPO planning boundary must go through the AAMPO's adopted amendment

process, which includes public review and approval by the Technical and Policy Committees.

Administrative modifications have simplified procedures which allow more flexibility in the processing of changes. The AAMPO processes changes that qualify as administrative modifications by seeking Policy Committee approval or the administrator may make minor changes if the process is documented and meets the administrative modification requirements.

Finally, each type of revision needs to be processed in Transportation Program Management System (TPMS) and the date of approval by the AAMPO needs to be included in the revision submittal.

Revision Procedures

The AAMPO documents their procedures for processing amendments and administrative modifications by way of Policy Committee action and their respective meeting minutes. They are included in the public participation documents and in the TIP according to procedures in the approved TPWP.

Formal amendments should be submitted to the AAMPO staff that is then able to review the amendment for impact on fiscal constraint and other factors. The amendment is then presented to the TTC for review and approval. The TTC considers a recommendation of the amendment to the TPC, whom then too will consider the amendment for approval. The amendment is finally submitted to the Iowa DOT and FHWA / FTA for final approval and for incorporation into the STIP.

The documentation includes the definitions of amendments and administrative modifications. It also includes detailed procedures on how each type of revision is processed. It should be noted the Iowa DOT does not require the AAMPO follow the same procedures for public involvement or administrative processes.

Federal Transit Administration Section

FY 2012 TIP FTA Project Justification

The following transit projects identified within the draft FY 2012 – 15 TIP were included within the 2012 Passenger Transportation Plan (PTP) Update, meeting the requirements to have all federal and state transit funding within an approved PTP prior to TIP approval. The following narrative describes the projects within the initial year of the plan.

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

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 fifth year of service for these expanded services.

Midday South Duff Expansion: In 2008, CyRide added mid-day service hours to its Yellow Route to the southeast area of Ames known as the #4A Gray Route. 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 fifth year of service for this additional mid-day service.

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

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, concrete pads will be added for easier boarding/alighting during inclement weather as well as replacing bus shelters with lighted bus shelters to improve the accessibility for patrons and CyRide's image throughout the Ames community. In addition, bus tracking technology will be incorporated into CyRide's system allowing better travel information to be communicated to the public. Passengers would be able to obtain in real time when the next two buses would travel past a particular bus stop by plugging in the particular stop number associated with the stop into the website, texting or calling. This feature would allow information to be dispersed to those with disabilities more readily through these methods. However, the stops need to be upgraded to include the stop number on the bus stop sign and the numbers of where to call and text. Additional options include adding LED signs next to approximately 25 high ridership stops that indicate visually when the next two buses are coming.

Light Duty Bus Replacement: Two buses have exceeded FTA guidelines for their useful life. Bus identification numbers are 978 and 979. These units will be replaced with 176" light-duty diesel buses, equipped with cameras, and will be ADA accessible.

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. This equipment is utilized daily in monitoring issues on the buses that are either tagged as events on the buses or in the community. Originally, Safety Vision surveillance systems were purchased in 2004 now seven years old of which 15 systems remain. CyRide purchased additional systems to install on the majority of the fleet in 2007 from GE. Staff indicates a dramatic difference between the GE system and Safety Vision system initially purchased, including difficulty in relaying information to the police department. Furthermore, replacement parts for the Safety Vision are not available and staff recommends replacing these outdated systems with newer technology.

Storage area air handling replacement, piping-ductwork relocation and upgrade sprinkler system:

CyRide's facility was constructed in 1983 and is in need of rehabilitation of the storage area air handling, relocating piping-ductwork and upgrading the sprinkler system, which can be completed simultaneously reducing construction costs. These efforts are described as follows:

Storage Air Handling: Results from an April 2006 study by the Worksafe Iowa Department of Occupational and Environmental Health revealed that employees working in the old bus storage area receive substantial exposure to diesel particulates. Specifically, 36 percent of the aerosol generated during the morning drive-off time is still present over four hours later. Therefore, employees are instructed to avoid this area whenever possible but are still required to walk through this area to access their buses. The study recommends increasing ventilation rates by a factor of four within this portion of the facility.

Piping/Ductwork: CyRide received 12 hybrid buses in July 2010 which are currently unable to circulate through the entire storage barn, specifically lanes five through eight due to low ductwork and piping in this portion of the facility. The original portion of the facility's ceiling was designed in the 1980's to be low in height in order to conserve energy. The hybrid buses will only be able to enter through door 13 and exit through lanes one through four. Accidents have already occurred in where a driver forgot they were driving a hybrid and exited through door 5 regardless of visual precautions. In addition, the hybrids are now parking in the newest portion of the garage since this area can accommodate their height, diverting 20-37-year old buses that exude the highest emissions to the old storage area. Those older vehicles were parking in the newest area due to the greater ventilation in this newer area.

Sprinkler System Upgrade: CyRide parks 75 vehicles within its storage area in an extremely close manner in an effort to maximize the space. Severe damage could result if a fire broke out as the lightly designed sprinklers are not equipped to put out the fire. In addition, it is unlikely that the City of Ames Fire Department could be safely deployed into the facility without risk of getting equipment stuck

between the vehicles. CyRide's insurance carrier, FM Global, recommends that the sprinkler system be upgraded to provide better deterrence from fire spreading into, under, and through adjacent buses parked within the facility.

Boilers: CyRide's boilers which heat a substantial portion of the transit facility are original to when the facility was built in 1983. They are currently 28 years old and are in poor condition. CyRide estimates the useful life of a boiler to be 25 years therefore; these boilers are past their useful life and need replaced before failure occurs.

Ames Intermodal Facility Expansion Phase II: In 2009, CyRide, the City of Ames, and ISU worked collaboratively on developing an Intermodal Transportation Facility project based upon a need to connect transportation modes within the Ames community. The Intermodal Facility would accommodate and link public and private transportation modes (public transit, intercity bus carriers, regional airport shuttle services, carpools/vanpools, taxis, bicycle commuters, and pedestrians) for the residents, students, faculty, and visitors of Ames and the Central Iowa region. On February 17, 2010, CyRide received approximately \$8.465 million through the Transportation Investment Generating Economic Recovery (TIGER) program of the 2009 Recovery Act for the Intermodal project. The facility, which was quickly redesigned to accommodate a lower budget, is currently under construction to be open in July 2012. Since this funding only allowed a portion of the originally conceived project elements to be constructed, it is anticipated that future DOT funding opportunities may be available within the new transportation reauthorization to help completely fund phase II of the Intermodal Facility estimated at approximately \$12 million to complete. These additional vital remaining elements include:

- Two additional bus bays for the public transit operator CyRide
- Two additional hybrid biodiesel buses for CyRide
- Automatic Vehicle Location System
- Additional 350 parking spaces allowing enough revenues to facilitate the operation of a public transit shuttle between campus and the facility.
- Bike path through the ISU arboretum adjacent to the facility connecting west Ames with a high residential area to ISU campus.
- Additional bike lockers (12)

Overall design, construction, buses and contingency funding estimate the following budget for phase two of the Intermodal Facility:

Federal Funds	Dollars	Percent
TOTAL Federal TIGER Request	\$10,000,000	80%
Non-Federal Matching Funds		
Land Value (Iowa State University)	\$2,200,000	17.6%
CyRide Capital Budget	\$125,000	1.0%
City of Ames Capital Budget	\$175,000	1.4%
TOTAL Non-Federal Match	\$2,579,000	20%
TOTAL	\$12,500,000	100%

E. 13th Street/Lincoln Way/Dayton Ave. Service Expansion: A new route was added in August 2010 traveling via E. 13 Street/Lincoln Way/Dayton Avenue to the commercial and industrial areas of east Ames. Medical services, human service agencies and industrial businesses are common to the area and many residents are requesting same day transportation to that part of the community. The route would provide access to businesses such as 3M, Mainstream Living, Child Serve, Mary Greeley Dialysis, Wolfe Clinic, National Animal Disease Center and Sauer-Danfoss. Service to this area has been a high priority since 2007 within the annual Passenger Transportation Plan process between transportation providers and human service agencies. This would provide a second year of service to this commercial-industrial area.

Heavy Duty Bus Replacement: Thirteen buses have exceeded FTA guidelines for useful life. Bus numbers are 944, 945, 946, 947, 953, 954, 955, 956, 957, 958, 8917, 8918 and 141. These units will be replaced with 40' heavy-duty buses, equipped with cameras. These replacement vehicles will be ADA accessible.

Appendix A: FY 2012 – 15 TIP TPMS Printouts

Draft TIP (2012)

In Prep
Submitted
TIP Approved
DOT Approved
FHWA Approved
Authorized

for MPO-22 / AAMPO

MPO-22 / AAMPO
2012 - 2015 Transportation Improvement Program

TPMS	Project #	Length	Project Funding	Programmed Amounts				PA:Co:SEQ
Sponsor	Location	FHWA #						PA ID #
Appr.Status	Funding Program	Sec:Twnshp:Range		FY12	FY13	FY14	FY15	STIP ID #
[1] STP - Surface Transportation Program			Inclusion in this list DOES NOT guarantee Federal Aid Eligibility					
Story County - 85								
17023	STP-U-0155)--70-85	1.11 Mi	Project Total	--	--	\$1785	--	22:85:147
Ames	LINCOLN WAY:East Lincoln Way (S. Duff Ave. to Skunk River) and Lincoln Way (Squaw Creek to Oak Ave.)	--	Federal Aid	--	--	\$1060	--	
Submitted	Pavement Rehab	0:0:0	Regional FA	--	--	\$1060	--	--
PA Note: Approved 5/25/2010								
19245	STP-U-0155)--70-85	1.18 Mi	Project Total	\$2959	--	--	--	:85:161
Ames	ASH AVE, RIDGEWOOD AVE, HAYES AVE:Ash Ave (Mortensen Pkwy to Knapp St),	--	Federal Aid	\$1060	--	--	--	
Submitted	Ridgewood Ave (13th St to 16th St), Hayes Ave (20th St to 24th St)	0:0:0	Regional FA	\$1060	--	--	--	--
Pavement Rehab								
PA Note: Approved 5/25/2010								
19248	STP-U-0155)--70-85	0.54 Mi	Project Total	--	--	--	\$1955	:85:162
Ames	24TH ST AND BLOOMINGTON RD:24th St. (UPRR tracks to Northwestern Ave.) and	--	Federal Aid	--	--	--	\$1062	
Submitted	Bloomington Rd. (Eisenhower Ave. to west 500 ft.)	0:0:0	Regional FA	--	--	--	\$1062	--
Pavement Rehab								
PA Note: Approved 5/25/2010								
18655	STP-U-0155(STATE)--70-85	0.72 Mi	Project Total	--	\$1500	--	--	:85:155
Ames	STATE AVE:Oakwood Road to US HW 30	--	Federal Aid	--	\$1062	--	--	
Submitted	Pavement Rehab	16:83:24	Regional FA	--	\$1062	--	--	--
PA Note: Approved 5/25/2010								
9590	RGPL-PA22(PMS)--ST-85		Project Total	\$6	\$6	\$6	\$6	22:85:85
MPO-22 / AAMPO	VARIOUS:PAVEMENT MANAGEMENT	--	Federal Aid	\$5	\$5	\$5	\$5	
Submitted	Miscellaneous		Regional FA	\$5	\$5	\$5	\$5	--
PA Note: Approved 5/25/2010								
9589	RGPL-PA22(UDS)--ST-85		Project Total	\$5	\$5	\$5	\$5	22:85:86
MPO-22 / AAMPO	VARIOUS:STATEWIDE URBAN DESIGN STANDARDS	--	Federal Aid	\$4	\$4	\$4	\$4	
Submitted	Miscellaneous		Regional FA	\$4	\$4	\$4	\$4	--
PA Note: Approved 5/25/2010								
[2] NHS - National Highway System Program			Inclusion in this list DOES NOT guarantee Federal Aid Eligibility					
Story County - 85								
20889	NHS-)--11-85	4.5 Mi	Project Total	\$4900	--	--	--	11:85:174
DOT-D01-MPO22	US 30:UNIVERSITY BLVD IN AMES TOE OF I-35	--	Federal Aid	--	--	--	--	
TIP Approved	Pavement Rehab		Regional FA	--	--	--	--	--
[5] ENH - Transportation Enhancement Program			Inclusion in this list DOES NOT guarantee Federal Aid Eligibility					
Story County - 85								
14982	STP-E-0155(LW)--8V-85	0.94 Mi	Project Total	--	--	\$860	--	22:85:127
Ames	Skunk River Trail:East Lincoln Way to S. River Valley Park	--	Federal Aid	--	--	\$160	--	
Submitted	Ped/Bike Grade & Pave		Regional FA	--	--	\$160	--	--
16031	STP-E-0155(Youth)--8V-85	0.3 Mi	Project Total	\$436	--	--	--	22:85:142
Ames	Skunk River Trail:Hunziker Youth Sports Complex to Southeast 16th Street	--	Federal Aid	\$86	--	--	--	
Submitted	Ped/Bike Grade & Pave		Regional FA	\$86	--	--	--	--

TPMS	Project #	Length	Project Funding	Programmed Amounts				PA:Co:SEQ
Sponsor	Location	FHWA #		FY12	FY13	FY14	FY15	PA ID #
Appr.Status	Funding Program	Sec:Twtnshp:Range						STIP ID #

[8] PL - Metropolitan Planning Inclusion in this list DOES NOT guarantee Federal Aid Eligibility

Story County - 85

16103	RGPL-PA22()--PL-85		Project Total	--	--	\$400	--	22:85:145
MPO-22 / AAMPO	Ames MPO Planning:PL Funds for Transportation Planning	--	Federal Aid	--	--	\$320	--	
Submitted	Trans Planning		Regional FA	--	--	--	--	--

[24] ILL - Illustrative Regional Project Inclusion in this list DOES NOT guarantee Federal Aid Eligibility

Story County - 85

18659	ILL-0155()--93-85	0.36 Mi	Project Total	--	--	--	\$6600	:85:157
Ames	NORTH DAKOTA AVE:Toronto Street to 215th Street	--	Federal Aid	--	--	--	--	
Submitted	Bridge New	32:84:24	Regional FA	--	--	--	--	--
	PA Note: Illustrative Project							

16032	ILL-0155(Grand3)--93-85	1.2 Mi	Project Total	\$1500	\$4650	\$6500	\$5100	22:85:143
Ames	Grand Avenue:South 16th Street to Squaw Creek Drive; S.16th/S.Duff Intersection	--	Federal Aid	--	--	--	--	
Submitted	Grade and Pave, Bridge New	0:0:0	Regional FA	--	--	--	--	--
	PA Note: Illustrative Project							

Draft 2012 Transit Program

(Filtered)

AAMPO (53 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY12	FY13	FY14	FY15
STA, 5316	CyRide	1831 Operations Other	East 13th Street/Lincoln Way/Dayton Ave Service Expansion	Total	53,857	56,550	59,378	62,346
				FA	26,928	28,275	29,689	31,173
				SA	16,157			
5309	CyRide	1837 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 8917	Total	392,000			
				FA	352,800			
				SA				
5309	CyRide	1879 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 8918	Total	392,000			
				FA	352,800			
				SA				
5309	CyRide	1880 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 944	Total	392,000			
				FA	352,800			
				SA				
5309	CyRide	1881 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 945	Total	392,000			
				FA	352,800			
				SA				
5309	CyRide	1882 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 946	Total	392,000			
				FA	352,800			
				SA				
5309	CyRide	1883 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 947	Total	392,000			
				FA	352,800			
				SA				
5309	CyRide	1884 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 953	Total	392,000			
				FA	352,800			
				SA				
5309	CyRide	1885 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 954	Total	392,000			
				FA	352,800			
				SA				
5309	CyRide	1886 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 955	Total	392,000			
				FA	352,800			
				SA				
5309	CyRide	1887 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 956	Total	392,000			
				FA	352,800			
				SA				
5309	CyRide	1888 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 957	Total	392,000			
				FA	352,800			
				SA				
5309	CyRide	1889 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 958	Total	392,000			
				FA	352,800			
				SA				
5309	CyRide	1890 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 141	Total	392,000			
				FA	352,800			
				SA				
5309	CyRide	1891 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 970	Total			415,873	
				FA			374,286	
				SA				

AAMPO (53 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY12	FY13	FY14	FY15
5309	CyRide	1892 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 971	Total FA SA			415,873 374,286	
5309	CyRide	1894 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 972	Total FA SA			415,873 374,286	
5309	CyRide	1895 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 973	Total FA SA			415,873 374,286	
5309	CyRide	1898 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 974	Total FA SA			415,873 374,286	
5309	CyRide	1899 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 975	Total FA SA			415,873 374,286	
5309	CyRide	1900 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 976	Total FA SA			415,873 374,286	
5309	CyRide	1901 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 977	Total FA SA			415,873 374,286	
5309	CyRide	1902 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 111	Total FA SA				428,350 385,515
5309	CyRide	1903 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 112	Total FA SA				428,350 385,515
5309	CyRide	1904 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 113	Total FA SA				428,350 385,515
5309	CyRide	1905 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 114	Total FA SA				428,350 385,515
5309	CyRide	1906 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 115	Total FA SA				428,350 385,515
5309	CyRide	1907 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 116	Total FA SA				428,350 385,515
5309	CyRide	1908 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 139	Total FA SA				428,350 385,515
5309	CyRide	1909 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 140	Total FA SA				428,350 385,515

AAMPO (53 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY12	FY13	FY14	FY15
5309	CyRide	1910 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 142	Total FA SA				428,350 385,515
5309	CyRide	1911 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 143	Total FA SA				428,350 385,515
5309	CyRide	1912 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 117	Total FA SA				428,350 385,515
	CyRide	1913 Capital Expansion	AVL-CAD Technology, web-bus stop planner	Total FA SA		1,700,000 1,360,000		
STA, 5307	CyRide	914 Operations Misc	General Operations	Total FA SA	7,905,942 1,700,000 551,283	8,301,239 1,785,000 578,847	8,716,302 1,874,250 607,790	9,152,117 1,967,963 638,179
STA	CyRide	915 Planning Misc	I-35 Ames - Des Moines Corridor Planning	Total FA SA		100,000 80,000		
5316	CyRide	916 Operations Expansion	Brown Route Frequency/Hours Expansion	Total FA SA	63,612 31,806	66,792 33,396	70,132 35,066	73,638 36,819
5316	CyRide	917 Operations Expansion	Midday South Duff expansion	Total FA SA	31,688 15,844	33,272 16,636	34,936 17,468	36,682 18,341
5310	CyRide	919 Operations Replacement	Contracted Paratransit Service	Total FA SA	178,899 143,119	171,141 148,844	177,987 154,798	185,106 160,989
5310	CyRide	920 Capital Replacement	Transit amenities	Total FA SA	50,000 40,000	50,000 40,000	50,000 40,000	50,000 40,000
5309	CyRide	942 Capital Replacement	Light Duty Bus (176" wb) Deisel, UFRC, VSS, BioDiesel Unit #: 978	Total FA SA	93,000 77,190			
5309	CyRide	943 Capital Replacement	Light Duty Bus (176" wb) Deisel, UFRC, VSS Unit #: 979	Total FA SA	93,000 77,190			
5309	CyRide	945 Capital Expansion	Facility cameras/Proximity Card Access - 20 cameras/10 cards	Total FA SA			56,660 45,328	
5309	CyRide	946 Capital Rehabilitation	Electric distribution rehabilitation	Total FA SA			30,000 24,000	
5309	CyRide	947 Capital Replacement	Vehicle surveillance systems	Total FA SA	120,000 96,000			

AAMPO (53 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY12	FY13	FY14	FY15
PTIG	CyRide	948 Capital Replacement	Piping-ductwork; sprinkler upgrade; storage area air handling	Total	792,000			
				FA				
				SA	633,600			
5309	CyRide	951 Capital Expansion	Automatic passenger counters	Total			500,000	
				FA			400,000	
				SA				
5309	CyRide	952 Capital Replacement	Boilers	Total	75,000			
				FA	60,000			
				SA				
5309	CyRide	953 Capital Replacement	Re-roof Maintenance facility	Total			500,000	
				FA			400,000	
				SA				
5309	CyRide	954 Capital Expansion	Maintenance Facility Expansion	Total		12,000,000		
				FA		9,600,000		
				SA				
5309	CyRide	957 Capital Rehabilitation	Resurface ISC Commuter Parking (direct earmark)	Total				1,000,000
				FA				720,000
				SA				
TIGER	CyRide	958 Capital Expansion	Ames Intermodal Facility Expansion Phase II	Total	12,500,000			
				FA	10,000,000			
				SA				
STP, 5303	MPO-22	959 Planning Misc	MPO Transportation Planning	Total	25,516	26,281	27,070	27,881
				FA	20,411	21,023	21,654	22,303
				SA				

Appendix B: FY 2012 – 15 TIP Roadway Project Information

AAMPO FY 2012 – 15 Transportation Improvement Program

TPMS #		17023	19245	19248	18655	9590	9589	14982	16031	16103	16032	18659
Project Sponsor Government		City of Ames	City of Ames	City of Ames	City of Ames	City of Ames	City of Ames	City of Ames	City of Ames	AAMPO	City of Ames	City of Ames
Federal Funding Source		Surface Transportation Program	Surface Transportation Program	Surface Transportation Program	Surface Transportation Program	Surface Transportation Program	Surface Transportation Program	Transportation Enhancement Program	Transportation Enhancement Program	Metropolitan Planning	Illustrative Regional Project	Illustrative Regional Project
FFY	2012		X			X	X		X			X
	2013	X			X	X	X					X
	2014					X	X	X		X		X
	2015			X		X	X				X	X
Route or Street Name		East Lincoln Way and Lincoln Way	Ash Avenue, Ridgewood Avenue, Hayes Avenue	24 th Street and Bloomington Road	State Avenue	Area Wide	Area Wide	Skunk River Trail	Skunk River Trail	Area Wide	North Dakota Avenue	Grand Avenue
Termini		South Duff Avenue to South Skunk River and Squaw Creek to Oak Avenue	Mortensen Parkway to Knapp Street, 13 th Street to 16 th Street, 20 th Street to 24 th Street	UPRR tracks to Northwestern Avenue and Eisenhower Avenue to west 500 feet	Oakwood Road to U.S. Highway 30	-	-	East Lincoln Way to South River Valley Park	Hunziker Youth Sports Complex to Southeast 16 th Street	-	Toronto Street to 215 th Street	Coldwater Club House Entrance to Squaw Creek Drive; Includes S. 16 th and S. Duff Intersection
Bridge Number		-	-	-	-	-	-	-	-	-	New	New
Length in miles		1.1	1.2	0.5	0.7	-	-	0.9	0.3	-	0.4	1.1
Type of Work		Pavement Rehabilitation	Pavement Rehabilitation	Pavement Rehabilitation	Pavement Rehabilitation	Pavement Management System	Statewide Urban Design and Specificaiton Manual (SUDAS)	Pedestrian / Bike Trail Grade and Pave	Pedestrian / Bike Trail Grade and Pave	Transportation Planning	Grade Separation (Union Pacific Railroad)	Grade and Pave, Bridge Construction, and Intersection Improvements
Map Included		Yes	Yes	Yes	Yes	No	No	Yes	Yes	No	Yes	Yes
Total Estimated Cost		\$ 1,785,000	\$ 2,958,500	\$ 1,955,000	\$ 1,500,000	\$ 6,495	\$ 5,488	\$ 860,000	\$ 436,000	\$ 400,000	\$ 6,600,000	\$ 17,750,000
Federal Aid		\$ 1,060,000 STP	\$ 1,060,000 STP	\$ 1,062,000 STP	\$ 1,062,000 STP	\$ 5,249 STP	\$ 4,493 STP	\$ 160,000 STP	\$ 86,000 STP	\$ 320,000 STP	\$ 5,280,000 DEMO	\$ 14,200,000 DEMO
Local Match		\$ 550,000 GO Bond	\$ 1,898,500 GO Bond	\$ 893,000 GO Bond	\$ 219,000 GO Bond	\$ 1,246	\$ 995	\$ 700,000 LOST	\$ 350,000 LOST	\$ 80,000 RUTF	\$ 1,320,000 GO Bond	\$ 3,550,000 GO Bond
Other		\$ 175,000 EUF	\$ -	\$ -	\$ 219,000 SC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Funding Program Key

GO Bond General Obligation Bonds	LOST Local Option Sales Tax
EUF Electric Utility Fund	RUTF Road Use Tax Fund
SC Story County	DEMO Demonstration Funds
STP Surface Transportation Program	



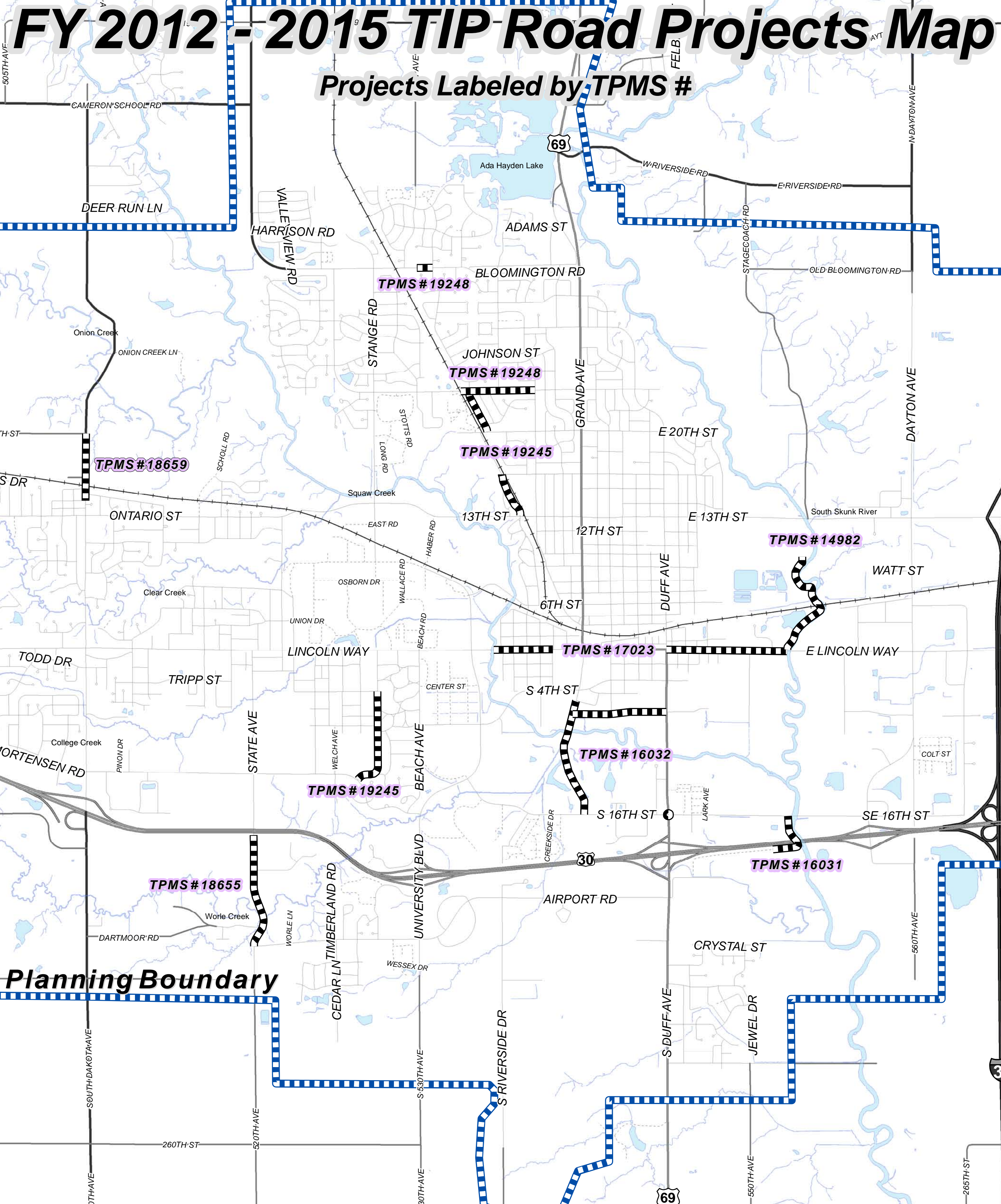
FY 2012 - 2015 TIP Road Projects Map

Projects Labeled by TPMS #

AAMPO Planning Boundary

Boone County

Story County



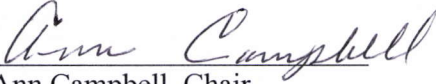
Appendix C: AAMPO Self Certification

AMES AREA METROPOLITAN PLANNING ORGANIZATION
ANNUAL SELF-CERTIFICATION

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

- (1) 23 U.S.C. 134, 49 U.S.C. Section 5303, and 23 CFR Part 450;
- (2) In nonattainment and maintenance areas, Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d) and 40 CFR 93);
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
- (5) Section 1101(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Pub. L. 109-59) regarding the involvement of Disadvantaged Business Enterprises in FHWA and FTA funded planning;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and USDOT implementing regulation;
- (8) Older Americans Act, as amended (42 U.S.C. 6101);
- (9) 23 U.S.C. 324, regarding prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 and 49 CFR Part 27, regarding discrimination against individuals with disabilities.

For AAMPO:


Ann Campbell, Chair
Transportation Policy Committee

3/22/11
Date

***Appendix D: Transportation Policy Committee Meeting
Minutes***