

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

SUBJECT: FINAL FY 2013 – 16 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 Transportation Improvement Plan (TIP). Regulations require the TIP to include transportation projects for four years.

The attached plan provides for projects for street improvements, CyRide improvements, and trail projects. In addition, the plan reflects expenditures for an annual pavement management program 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 to cover the federal fiscal year (FFY) of October through September. The FY 2013 street project will be a reconstruction of State Avenue from Oakwood Road to the U.S. Highway 30 overpass. The enhancement funds for FY 2013 will be banked and used along with the FY 2014 enhancement funds for The Skunk River Trail Extension from East Lincoln Way to South River Valley Park, which is scheduled to be constructed for the FY 2014 trail project. It should be noted, however, that completion of this segment will be subject to granting of access easements by the affected property owners.

Submission of the final TIP to the Iowa Department of Transportation is required by July 15, 2012. A public input session was held on May 1st, 2012 to discuss the TIP and receive comments. No revisions were requested by the public.

ALTERNATIVES:

1. Approve the Final FY 2013 – 16 Transportation Improvement Plan.
2. Direct staff to modify the Final FY 2013 – 16 Transportation Improvement Plan.

ADMINISTRATOR'S RECOMMENDATION:

The AAMPO Technical Committee reviewed the Draft FY 2013 – 16 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. The projects included in the TIP were also approved in the City's CIP. Therefore, it is recommended by the Administrator that the Transportation Policy Committee adopt Alternative No. 1, thereby approving the Final FY 2013 – 16 Transportation Improvement Plan.



Ames Area

metropolitan planning organization



**TRANSPORTATION IMPROVEMENT
PROGRAM**

FY 2013 – 2016

FINAL

June 26, 2012

"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 2013 – 16 Transportation Improvement Program

FY 2012 Project Status Report

TPMS #	Project Number	Location	Type of Work	Status	Total Project Cost	Total Federal Aid	Sponsor
19245	STP-U-0155()-70-85	Ash Avenue (Mortensen Pkwy to Knapp St.), Ridgewood Avenue (13th St. to 16th St.), Hayes Avenue (20th St. to 24th St.)	Pavement Rehab	Authorized / Hayes & Ridgewood Completed / Ash March 20, 2012 Letting	\$ 2,959,000	\$ 1,060,000	City of Ames
18655	STP-U-0155(STATE)-70-85	State Avenue (Oakwood Road to US HW 30)	Pavement Rehab	FHWA Approved / Rolling Over Funding	\$ 1,500,000	\$ 1,062,000	City of Ames
17023	STP-U-0155()-70-85	East Lincoln Way (S. Duff Ave. to Skunk River) and Lincoln Way (Squaw Creek to Oak Ave.)	Pavement Rehab	FHWA Approved / Removed From Programming	\$ 1,785,000	\$ 1,060,000	City of Ames
19248	STP-U-0155()-70-85	24th St. (UPRR to Northwestern Ave.) and Bloomington Rd. (Eisenhower Ave. to west 500 ft.)	Pavement Rehab	FHWA Approved / Rolling Over Funding	\$ 1,955,000	\$ 1,062,000	City of Ames
9590	RGPL-PA22(PMS)-ST-85	VARIOUS: PAVEMENT MANAGEMENT	Miscellaneous	FHWA Approved / Rolling Over Funding	\$ 6,000	\$ 5,000	AAMPO
9589	RGPL-PA22(UDS)-ST-85	VARIOUS: STATEWIDE URBAN DESIGN STANDARDS	Miscellaneous	FHWA Approved / Rolling Over Funding	\$ 5,000	\$ 4,000	AAMPO
20889	NHS()-11-85	US 30: University Blvd. in Ames to East of I-35	Pavement Rehab	FHWA Approved / Project Let for 2012 Costruction	\$ 4,900,000	\$ 3,920,000	DOT-D01
16031	STP-E-0155(Youth)-8V-85	Skunk River Trail: Hunziker Youth Sports Complex to Southeast 16th Street	Ped/Bike Grade & Pave	FHWA Approved / Sept. 18, 2012 Letting	\$ 436,000	\$ 86,000	City of Ames
14982	STP-E-0155(LW)-8V-85	Skunk River Trail: East Lincoln Way to S. River Valley Park	Ped/Bike Grade & Pave	FHWA Approved / Rolling Over Funding	\$ 860,000	\$ 160,000	City of Ames
16103	RGPL-PA22()-PL-85	Ames MPO Planning: PL Funds for Transportation Planning	Trans Planning	FHWA Approved / Rolling Over Funding	\$ 400,000	\$ 320,000	AAMPO
20551	HDP-0155()-71-85	Grand Avenue: S. 16th St North 0.1 miles to Coldwater Clubhouse Entrance	Grade and Pave	Authorized / Completed	\$ 637,000	\$ 510,000	City of Ames

Fiscal Constraint

The AAMPO FY 2013 programming targets are \$1,292,223 for the highway element and \$98,703 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 2012-2017 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 2013 – 16 Transportation Improvement Program

Financial Constraint Summary Tables

AAMPO STP Program Federal Aid				
	2013	2014	2015	2016
Surface Transportation Program (STP) Balance (Carryover)	\$1,041,849	\$1,272,072	\$1,504,072	\$1,734,072
STP Target	\$1,292,223	\$1,292,000	\$1,292,000	\$1,292,000
Total Available for Programming	\$2,334,072	\$2,564,072	\$2,796,072	\$3,026,072
Total STP Programmed	\$1,062,000	\$1,060,000	\$1,062,000	\$1,060,000
Balance of STP Funds	\$1,272,072	\$1,504,072	\$1,734,072	\$1,966,072

AAMPO TE Program Federal Aid				
	2013	2014	2015	2016
Transportation Enhancement (TE) Balance (Carryover)	\$37,299	\$136,002	\$75,002	\$174,002
TE Target	\$98,703	\$99,000	\$99,000	\$99,000
Total Available for Programming	\$136,002	\$235,002	\$174,002	\$273,002
Total TE Programmed	\$0	\$160,000	\$0	\$160,000
Balance of TE Funds	\$136,002	\$75,002	\$174,002	\$113,002

AAMPO Forecasted Operations and Maintenance Expenditures on Federal Aid System				
	2013	2014	2015	2016
City Operations	\$402,563	\$418,666	\$435,412	\$452,829
City Maintenance	\$1,175,496	\$1,222,516	\$1,271,416	\$1,322,273
Total Operations and Maintenance	\$1,578,059	\$1,641,181	\$1,706,829	\$1,775,102

Source: 2011 City Street Finance Report

AAMPO Forecasted Non-Federal Funding						
	2011	2012	2013	2014	2015	2016
Total RUTF Receipts	\$4,835,945	\$5,029,383	\$5,230,558	\$5,439,780	\$5,657,372	\$5,883,667
Total Other Road Monies Receipts	\$5,487,506	\$5,707,006	\$5,935,286	\$6,172,698	\$6,419,606	\$6,676,390
Total Receipts Service Debt	\$15,548,031	\$16,169,952	\$16,816,750	\$17,489,420	\$18,188,997	\$18,916,557
Total Non Federal Road Fund Receipts	\$25,871,482	\$26,906,341	\$27,982,595	\$29,101,899	\$30,265,975	\$31,476,614

Source: 2011 City Street Finance Report

AAMPO Funding Programs Summary					
	2013	2014	2015	2016	Total
STP Project Total	\$1,500,000	\$1,480,000	\$1,955,000	\$1,530,000	\$6,465,000
STP Federal Aid	\$1,062,000	\$1,060,000	\$1,062,000	\$1,060,000	\$4,244,000
PRF Project Total	\$0	\$0	\$0	\$477,000	\$477,000
PRF Federal Aid	\$0	\$0	\$0	\$0	\$0
ENH Project Total	\$0	\$860,000	\$0	\$860,000	\$1,720,000
ENH Federal Aid	\$0	\$160,000	\$0	\$160,000	\$320,000
PL Project Total	\$11,000	\$411,000	\$11,000	\$11,000	\$444,000
PL Federal Aid	\$9,000	\$329,000	\$9,000	\$9,000	\$356,000
ILL Project Total	\$0	\$1,500,000	\$4,650,000	\$13,100,000	\$19,250,000
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 2012-2017 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 will be held on May 1st, 2012 to discuss the TIP and receive comments.

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 27, 2012 (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.

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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 2013 TIP FTA Project Justification

The following transit projects identified within the draft FY2013-2016 TIP were included within the 2013 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 sixth 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 operates 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 the route was initiated, only one mid-day trip operated to this area. This would provide a sixth year of service for this hourly mid-day service.

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.

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 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.

Heavy Duty Bus Replacement: Eight buses have exceeded FTA guidelines for useful life. Bus numbers are 00963, 00965, 00741, 00144, 00145, 00146, 00147, and 00716. These units will be replaced with 40' heavy-duty buses, equipped with cameras. These replacement vehicles will be ADA accessible.

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

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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. The additional vital remaining elements include:

- Two additional bus bays for the public transit operator CyRide
- One additional hybrid biodiesel buses for CyRide
- Automatic Vehicle Location Signage
- Additional 248 parking spaces (339 structured; converting 91 spaces from surface lot to structured) 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, bus and contingency funding estimate the following budget for phase two of the Intermodal Facility:

Federal Funds	Dollars	Percent
Total Federal TIGER Request	\$ 10,005,000	79%
Non-Federal Matching Funds	Dollars	Percent
Land Value (Iowa State University)	\$ 2,100,000	
CyRide Capit Budget	\$ 102,000	
CyRide Operating Budget	\$ 50,000	
City of Ames Capital Budget	\$ 22,125	
Iowa State University General Fund	\$ 22,125	
Iowa State University Government of the Student Body	\$ 305,000	
Total Non-Federal Matching Funds	\$ 2,601,250	21%
Total	\$ 12,606,250	100%

Appendix A: FY 2013 – 16 TIP TPMS Printouts

Draft TIP (2013)

In Prep
Submitted
TIP Approved
DOT Approved
FHWA Approved
Authorized

for MPO-22 / AAMPO

MPO-22 / AAMPO
2013 - 2016 Transportation Improvement Program

TPMS Sponsor Appr.Status	Project # Location Funding Program	Length FHWA # Sec:Twnshp:Range	Project Funding	Programmed Amounts				PA:Co:SEQ
				FY13	FY14	FY15	FY16	PA ID # STIP ID #
[1] STP - Surface Transportation Program			Inclusion in this list DOES NOT guarantee Federal Aid Eligibility					
Story County - 85								
19248 Ames TIP Approved	STP-U-0155(--70-85) 24TH ST AND BLOOMINGTON RD:24th St. (UPRR tracks to Northwestern Ave.) and Bloomington Rd. (Eisenhower Ave. to west 500 ft.) Pavement Rehab	0.54 Mi -- 0:0:0	Project Total Federal Aid Regional FA	-- -- --	-- -- --	\$1955 \$1062 \$1062	-- -- --	:85:162
21262 Ames TIP Approved	STP-U-0155(Meadow)--70-85 Meadowlane Avenue / E 20th Street:Meadowlane Ave (Carr Dr to E 20th St) and E 20th St (Duff Ave to Meadowlane Ave) Pavement Rehab	0.5 Mi --	Project Total Federal Aid Regional FA	-- -- --	-- -- --	\$1530 \$1060 \$1060	-- -- --	:85:XX
21261 Ames TIP Approved	STP-U-0155(SHELDON)--70-85 SHELDON AVENUE:Lincoln Way to Hyland Avenue Pavement Rehab	0.4 Mi --	Project Total Federal Aid Regional FA	-- -- --	\$1480 \$1060 \$1060	-- -- --	-- -- --	:85:XX
18655 Ames TIP Approved	STP-U-0155(STATE)--70-85 STATE AVE:Oakwood Road to US HW 30 Pavement Rehab	0.72 Mi -- 16:83:24	Project Total Federal Aid Regional FA	\$1500 \$1062 \$1062	-- -- --	-- -- --	-- -- --	:85:155
9590 MPO-22 / AAMPO TIP Approved	RGPL-PA22(PMS)--ST-85 VARIOUS:PAVEMENT MANAGEMENT Miscellaneous	--	Project Total Federal Aid Regional FA	\$6 \$5 \$5	\$6 \$5 \$5	\$6 \$5 \$5	\$6 \$5 \$5	22:85:85
9589 MPO-22 / AAMPO TIP Approved	RGPL-PA22(UDS)--ST-85 VARIOUS:STATEWIDE URBAN DESIGN STANDARDS Miscellaneous	--	Project Total Federal Aid Regional FA	\$5 \$4 \$4	\$5 \$4 \$4	\$5 \$4 \$4	\$5 \$4 \$4	22:85:86
[5] ENH - Transportation Enhancement Program			Inclusion in this list DOES NOT guarantee Federal Aid Eligibility					
Story County - 85								
14982 Ames TIP Approved	STP-E-0155(LW)--8V-85 Skunk River Trail:East Lincoln Way to S. River Valley Park Ped/Bike Grade & Pave	0.94 Mi --	Project Total Federal Aid Regional FA	-- -- --	\$860 \$160 \$160	-- -- --	-- -- --	22:85:127
21260 Ames TIP Approved	STP-E-0155(SE16TH)--8V-85 Skunk River Trail:SE 16th Street to East Lincoln Way Ped/Bike Structures, Ped/Bike Miscellaneous	1 Mi --	Project Total Federal Aid Regional FA	-- -- --	-- -- --	\$860 \$160 \$160	-- -- --	:85:XX
[8] PL - Metropolitan Planning			Inclusion in this list DOES NOT guarantee Federal Aid Eligibility					
Story County - 85								
16103 MPO-22 / AAMPO TIP Approved	RGPL-PA22(--PL-85) Ames MPO Planning:PL Funds for Transportation Planning Trans Planning	--	Project Total Federal Aid Regional FA	-- -- --	\$400 \$320 --	-- -- --	-- -- --	22:85:145
[19] PRF - Primary Road Funds			Inclusion in this list DOES NOT guarantee Federal Aid Eligibility					
Story County - 85								
22052 DOT-D01-MPO22 TIP Approved	BRFN(--39-85) US 30:US 69 IN AMES (EB) Bridge Deck Overlay	048710	Project Total Federal Aid Regional FA	-- -- --	-- -- --	-- -- --	\$477 -- --	22:85:179

TPMS Sponsor Appr.Status	Project # Location Funding Program	Length FHWA # Sec:Twtnshp:Range	Project Funding	Programmed Amounts				PA:Co:SEQ
				FY13	FY14	FY15	FY16	PA ID # STIP ID #
[24] ILL - Illustrative Regional Project								Inclusion in this list DOES NOT guarantee Federal Aid Eligibility
Story County - 85								
18659 Ames TIP Approved	ILL-0155()-93-85 NORTH DAKOTA AVE:Toronto Street to 215th Street Bridge New PA Note: Illustrative Project	0.36 Mi -- 32:84:24	Project Total Federal Aid Regional FA	--	--	--	\$6600 -- --	:85:157 -- --
16032 Ames TIP Approved	ILL-0155(Grand3)--93-85 Grand Avenue:South 16th Street to Squaw Creek Drive; S.16th/S.Duff Intersection Grade and Pave, Bridge New PA Note: Illustrative Project	1.2 Mi -- 0:0:0	Project Total Federal Aid Regional FA	--	\$1500	\$4650	\$6500 -- --	22:85:143 -- --

Draft 2013 Transit Program

(Filtered)

MPO-22 / AAMPO (64 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY13	FY14	FY15	FY16
STA, 5307	CyRide	914 Operations Misc	General Operations	Total	8,285,462	8,616,881	8,961,556	9,320,018
				FA	1,700,000	1,768,000	1,838,720	1,912,269
				SA	533,022	554,343	576,517	599,577
STA	CyRide	915 Planning Misc	I-35 Ames - Des Moines Corridor Planning	Total		100,000		
				FA				
				SA		80,000		
5316	CyRide	916 Operations Expansion	Brown Route Frequency/Hours Expansion	Total	65,919	67,896	69,932	72,030
				FA	32,959	33,948	34,966	36,015
				SA				
5316	CyRide	917 Operations Expansion	Midday South Duff expansion	Total	33,434	34,438	35,470	36,534
				FA	16,717	17,219	17,735	18,267
				SA				
5310	CyRide	919 Operations Misc	Contracted Paratransit Service	Total	180,531	187,753	195,263	203,073
				FA	144,425	150,202	156,210	162,458
				SA				
5310	CyRide	920 Capital Replacement	Transit amenities	Total	50,000	50,000	50,000	50,000
				FA	40,000	40,000	40,000	40,000
				SA				
5309	CyRide	945 Capital Expansion	Facility cameras/Proximity Card Access - 20 cameras/10 cards	Total		56,660		
				FA		45,328		
				SA				
5309	CyRide	946 Capital Rehabilitation	Electric distribution rehabilitation	Total		30,000		
				FA		24,000		
				SA				
5309	CyRide	951 Capital Expansion	Automatic passenger counters	Total		500,000		
				FA		400,000		
				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		760,000	760,000	
				FA		608,000	608,000	
				SA				
5309	CyRide	957 Capital Rehabilitation	Resurface ISC Commuter Parking (direct earmark)	Total				1,000,000
				FA				720,000
				SA				
5316	CyRide	1831 Operations Other	East 13th Street/Lincoln Way/Dayton Ave Service Expansion	Total	55,671	57,340	59,060	60,832
				FA	27,835	28,670	29,530	30,416
				SA				
5309	CyRide	1891 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00970	Total	410,000			448,018
				FA	340,300			371,855
				SA				
5309	CyRide	1892 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00971	Total	410,000			448,018
				FA	340,300			371,855
				SA				

MPO-22 / AAMPO (64 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY13	FY14	FY15	FY16
5309	CyRide	1894 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00972	Total				448,018
				FA				371,855
				SA				
5309	CyRide	1895 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00973	Total				448,018
				FA				371,855
				SA				
5309	CyRide	1898 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00974	Total				448,018
				FA				371,855
				SA				
5309	CyRide	1899 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00975	Total				448,018
				FA				371,855
				SA				
5309	CyRide	1900 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00976	Total				448,018
				FA				371,855
				SA				
5309	CyRide	1901 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00977	Total				448,018
				FA				371,855
				SA				
5309	CyRide	1902 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00711	Total		422,300		
				FA		350,509		
				SA				
5309	CyRide	1903 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00712	Total		422,300		
				FA		350,509		
				SA				
5309	CyRide	1904 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00713	Total		422,300		
				FA		350,509		
				SA				
5309	CyRide	1905 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00714	Total	410,000		434,969	
				FA	340,300		361,024	
				SA				
5309	CyRide	1906 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00715	Total		422,300		
				FA		350,509		
				SA				
5309	CyRide	1907 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 00716	Total	410,000			
				FA	340,300			
				SA				
5309	CyRide	1908 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00739	Total		422,300		
				FA		350,509		
				SA				
5309	CyRide	1909 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00740	Total		422,300		
				FA		350,509		
				SA				
5309	CyRide	1910 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00742	Total			434,969	
				FA			361,024	
				SA				

MPO-22 / AAMPO (64 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY13	FY14	FY15	FY16
5309	CyRide	1911 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00743	Total		422,300		
				FA		350,509		
				SA				
5309	CyRide	1912 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00717	Total		422,300		
				FA		350,509		
				SA				
ICAAP	CyRide	1913 Capital Expansion	AVL Signage/bus stop signage	Total		100,000		
				FA		80,000		
				SA				
5309	CyRide	2427 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 00963	Total	410,000			
				FA	340,300			
				SA				
5309	CyRide	2428 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 00965	Total	410,000			
				FA	340,300			
				SA				
5309	CyRide	2429 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 00741	Total	410,000			
				FA	340,300			
				SA				
5309	CyRide	2430 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 00144	Total	410,000			
				FA	340,300			
				SA				
5309	CyRide	2431 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 00145	Total	410,000			
				FA	340,300			
				SA				
5309	CyRide	2432 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 00146	Total	410,000			
				FA	340,300			
				SA				
5309	CyRide	2433 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 00147	Total	410,000			
				FA	340,300			
				SA				
5309	CyRide	2434 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00953	Total	410,000		434,969	
				FA	340,300		361,024	
				SA				
5309	CyRide	2435 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 954	Total	410,000		434,969	
				FA	340,300		361,024	
				SA				
5309	CyRide	2436 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00955	Total	410,000		434,969	
				FA	340,300		361,024	
				SA				
5309	CyRide	2437 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00956	Total	410,000		434,969	
				FA	340,300		361,024	
				SA				
5309	CyRide	2438 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00957	Total	410,000		434,969	
				FA	340,300		361,024	
				SA				

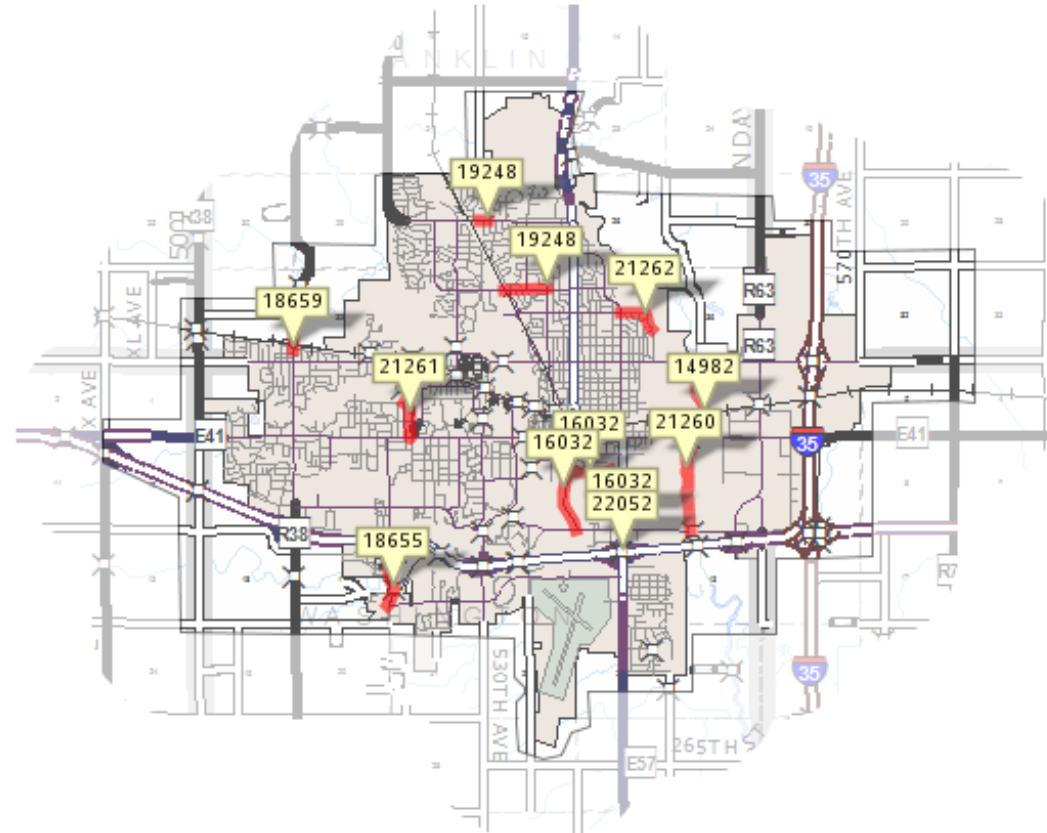
MPO-22 / AAMPO (64 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY13	FY14	FY15	FY16
5309	CyRide	2439 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel Unit #: 00958	Total	410,000		434,969	
				FA	340,300		361,024	
				SA				
5309	CyRide	2440 Capital Expansion	Heavy Duty Articulated Bus VSS, Low Floor, BioDiesel	Total		700,000		
				FA		581,000		
				SA				
5309	CyRide	2441 Capital Expansion	Heavy Duty Articulated Bus VSS, Low Floor, BioDiesel	Total		700,000		
				FA		581,000		
				SA				
5309	CyRide	2442 Capital Expansion	Heavy Duty Articulated Bus VSS, Low Floor, BioDiesel	Total		700,000		
				FA		581,000		
				SA				
5309	CyRide	2443 Capital Expansion	Heavy Duty Articulated Bus VSS, Low Floor, BioDiesel	Total		700,000		
				FA		581,000		
				SA				
5309	CyRide	2444 Capital Expansion	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel	Total		422,300		
				FA		350,509		
				SA				
5309	CyRide	2445 Capital Expansion	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel	Total		422,300		
				FA		350,509		
				SA				
5309	CyRide	2446 Capital Expansion	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel	Total		422,300		
				FA		350,509		
				SA				
5309	CyRide	2447 Capital Expansion	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel	Total		422,300		
				FA		350,509		
				SA				
5309	CyRide	2448 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00334	Total			103,968	
				FA			86,293	
				SA				
5309	CyRide	2449 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00335	Total			103,968	
				FA			86,293	
				SA				
5309	CyRide	2450 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00336	Total			103,968	
				FA			86,293	
				SA				
5309	CyRide	2451 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00333	Total			103,968	
				FA			86,293	
				SA				
5309	CyRide	2452 Capital Replacement	Light Duty Bus (158" wb) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00337	Total			98,664	
				FA			81,891	
				SA				
5309	CyRide	2453 Capital Replacement	Light Duty Bus (158" wb) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00338	Total			98,664	
				FA			81,891	
				SA				

MPO-22 / AAMPO (64 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY13	FY14	FY15	FY16
5309	CyRide	2454 Capital Replacement	Vehicle Surveillance Systems - 15 units	Total		120,000		
				FA		96,000		
				SA				
5309	CyRide	2455 Capital Replacement	Boilers	Total		70,000		
				FA		60,000		
				SA				
TIGER	CyRide	2456 Capital Expansion	Ames Intermodal Facility	Total	12,432,125			
				FA	10,005,000			
				SA				
STP, 5303	MPO-22	959 Planning Misc	MPO Transportation Planning	Total	38,125			
				FA	30,500			
				SA				

Appendix B: FY 2013 – 16 TIP Roadway Project Information



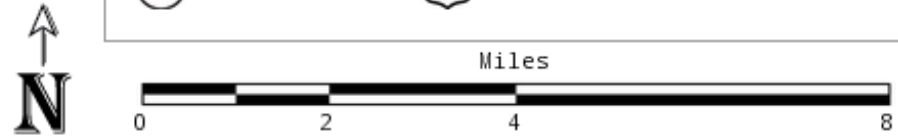
TPMS

Approval States

In Prep	Submitted	TIP Approved	DOT Approved	FHWA Approved	Authorized
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Feature Key

Earth	Gravel	Seal Coat	County Pavement	State Pavement	Divided Hwy
Water	City	Township	Railroad	Bridge	County Hwy
State Hwy	US Hwy				



AAMPO FY 2013 – 16 Transportation Improvement Program

TPMS #	18655	21261	19248	21262	9590	9589	14982	21260	16103	16032	18659	22052
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	DOT - District 1
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	Primary Roads Funds
FFY	2013	X			X	X						
	2014		X		X	X	X		X		X	
	2015			X	X	X					X	
	2016				X	X	X	X		X	X	X
Route or Street Name	State Avenue	Sheldon Avenue	24 th Street and Bloomington Road	Meadowlane Avenue and East 20th Street	Area Wide	Area Wide	Skunk River Trail	Skunk River Trail	Area Wide	North Dakota Avenue	Grand Avenue	US 30
Termini	Oakwood Road to U.S. Highway 30	Lincoln Way to Hyland Avenue	UPRR tracks to Northwestern Avenue and Eisenhower Avenue to west 500 feet	Carr Drive to East 20th Street and Duff Avenue to Meadowlane Avenue	-	-	East Lincoln Way to South River Valley Park	Southeast 16th Street to East Lincoln Way	-	Toronto Street to 215 th Street	Coldwater Club House Entrance to Squaw Creek Drive; Includes S. 16 th and S. Duff Intersection	US 69 in Ames (EB)
Bridge Number	-	-	-	-	-	-	-	-	-	New	New	48710
Length in miles	0.72	0.4	0.54	0.5	-	-	0.94	1.0	-	0.36	1.1	-
Type of Work	Pavement Rehabilitation	Pavement Rehabilitation	Pavement Rehabilitation	Pavement Rehabilitation	Pavement Management System	Statewide Urban Design and Specification Manual (SUDAS)	Pedestrian / Bike Trail Grade and Pave	Ped/Bike Structures, Ped/Bike Miscellaneous	Transportation Planning	Grade Separation (Union Pacific Railroad)	Grade and Pave, Bridge Construction, and Intersection Improvements	Bridge Deck Overlay
Map Included	Yes	Yes	Yes	Yes	No	No	Yes	Yes	No	Yes	Yes	Yes
Total Estimated Cost	\$ 1,500,000	\$ 1,480,000	\$ 1,955,000	\$ 1,530,000	\$ 6,495	\$ 5,488	\$ 860,000	\$ 860,000	\$ 400,000	\$ 6,600,000	\$ 17,750,000	\$ 477,000
Federal Aid	\$ 1,062,000 STP	\$ 1,060,000 STP	\$ 1,062,000 STP	\$ 1,060,000 STP	\$ 5,249 STP	\$ 4,493 STP	\$ 160,000 STP	\$ 160,000 STP	\$ 320,000 STP	\$ 5,280,000 DEMO	\$ 14,200,000 DEMO	\$ -
Local Match	\$ 219,000 GO Bond	\$ 420,000 GO Bond	\$ 893,000 GO Bond	\$ 420,000 GO Bond	\$ 1,246	\$ 995	\$ 700,000 LOST	\$ 700,000 LOST	\$ 80,000 RUTF	\$ 1,320,000 GO Bond	\$ 3,550,000 GO Bond	\$ -
Other	\$ 219,000 SC	\$ -	\$ -	\$ 50,000 EUF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Funding Program Key

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


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

3/27/12
Date

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