

**COUNCIL ACTION FORM**

**SUBJECT: APPROVAL OF TRANSPORTATION ALTERNATIVES PROGRAM (STBG-TAP) APPLICATION FOR 2025/26 SHARED USE PATH SYSTEM EXPANSION (SOUTH DAYTON AVENUE)**

**BACKGROUND:**

Every year the Ames Area Metropolitan Planning Organization (AAMPO) accepts applications for the Surface Transportation Block Grant – Transportation Alternatives Program (STBG-TAP) for projects including on and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation, environmental mitigation, and safe routes to school projects. The 2025/26 Shared Use Path System Expansion (South Dayton Avenue) project from East Lincoln Way to S.E. 16<sup>th</sup> Street is eligible for application and incorporation into the 2023-2026 AAMPO Transportation Improvements Program (TIP).

**City staff has prepared the attached application. One requirement of the application is a resolution by the local government with assurance that the project has the local funding required for the project and that the project will be adequately maintained.**

The revenues and expenses for this project are as follows:

<b>Revenues</b>		<b>Expenses</b>	
Local Option Sales Tax	\$335,000	Engineering & Admin	\$145,000
STBG-TAP Application	\$520,000	Construction	\$650,000
<b>Total</b>	<b>\$855,000</b>	<b>Total</b>	<b>\$795,000</b>

The STBG-TAP application funding request reflects the 2022-27 Capital Improvements Plan and available STBG-TAP funds and updated construction cost estimates.

## **ALTERNATIVES:**

1. a. Approve the AAMPO TAP Application for the 2025/26 Shared Use Path System Expansion (S. Dayton).
  - b. Commit the local funding for this project of \$335,000 from the Local Option Sales Tax Fund as shown in the Capital Improvements Plan for FY 2025/26.
  - c. Commit to accepting and maintaining the 2025/26 Shared Use Path System Expansion (S. Dayton) in accordance with the attached Iowa DOT's Application Form for Iowa's Transportation Alternatives Program Funds.
2. Do not approve the AAMPO TAP Application for the 2025/26 Shared Use Path System Expansion (S. Dayton).

## **CITY MANAGER'S RECOMMENDED ACTION:**

Proceeding with this grant application may significantly reduce the local costs for the S. Dayton Ave shared use path project. **If approved by AAMPO, the funding would be programmed in the AAMPO Transportation Improvement Program for FY 2025/26.**

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



Form 240004 (06-19)

# APPLICATION FORM FOR IOWA'S TRANSPORTATION ALTERNATIVES PROGRAM (TAP) FUNDS

## General Information

Regional Planning Affiliation (RPA)/ Metropolitan Planning Organization (MPO): Ames Area MPO

Eligible Sponsor/ Applicant Agency: City of Ames

Contact Person (Name and Title): Mark Gansen, Civil Engineer II

Street Address and/ or P.O. Box Number: 515 Clark Avenue

City: Ames State: IA ZIP Code: 50010

Phone Number: 515-239-5291 E-mail: mark.gansen@cityofames.org DUNS No.: 061320917

If more than one Agency or Organization is involved in this project, please state the name, contact person, mailing address, and telephone number of the second Agency. (Attach an additional page if more than two agencies are involved.)

Applicant Agency: \_\_\_\_\_

Contact Person (Name and Title): \_\_\_\_\_

Street Address and/ or P.O. Box number: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ ZIP Code: \_\_\_\_\_

Phone Number: \_\_\_\_\_ E-mail: \_\_\_\_\_ DUNS No.: \_\_\_\_\_

## Project Information

Project Title: South Dayton Avenue Shared Use Path (Lincoln Way to Isaac Newton Drive)

Project Description (Provide summary details of only the project scope that is the subject of the funding request. Do not provide details of completed or future phases of a larger project.)

Grading and paving of a PCC shared use path along the east side of South Dayton Avenue from Lincoln Way to Isaac Newton Drive.

If this project includes construction of a trail, what is the length of the trail in miles?: 1.01

If this project includes land acquisition, how many acres?: N/A

**Safe Routes to School (SRTS)** project (All information required by Attachment B must be included with this application.)  
If a construction project, is this project located within 2 miles of a primary or middle school (grades K-8)?:  Yes  No

**Iowa Byways** project  
Is this project located within a designated scenic or historic byway corridor?:  Yes  No  
If yes, has the project been endorsed by the appropriate byway board?:  Yes  No

Will this project be open to the public?:  Yes  No

Do you intend to charge a fee to users?:  Yes  No If yes, how much will the fee be and how will the revenue be used?

**Estimated Project Costs**

Provide summary details of only the project scope that is the subject of the funding request. Do not provide details of completed or future phases of a larger project.

Right of way acquisition cost \_\_\_\_\_

Preliminary design/engineering cost \_\_\_\_\_

Utility relocation cost \_\_\_\_\_

Construction engineering cost \_\_\_\_\_

Construction cost \$650,000.00

Indirect cost (if applicable) \_\_\_\_\_

Noninfrastructure cost (SRTS only) \_\_\_\_\_

Other (please specify) \_\_\_\_\_

Total cost \$650,000.00

Iowa's TAP program funding request \$520,000.00

Applicant match (20 percent minimum) \$130,000.00

	Applicant match source	Amount	Assured or anticipated (date anticipated)
1.	Local Option Sales Tax	\$335,000.00	July 01, 2025
2.			
3.			

Are any state funds involved in this project?  Yes  No

If yes, please explain the source and conditions.

Are any other federal funds involved in this project?  Yes  No

If yes, please explain the source and conditions. (Please note here if you have previously been awarded funding for this project from the Statewide TAP program or from a Local Project TAP program administered by an MPO or RPA.)

**Estimated Project Development Schedule**

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Design	Start date	<u>07/01/2025</u>	Completion date	<u>04/01/2026</u>
Land acquisition	Start date	<u></u>	Completion date	<u></u>
Construction	Start date	<u>06/01/2026</u>	Completion date	<u>11/01/2026</u>
Noninfrastructure	Start date	<u></u>	Completion date	<u></u>

Has any part of this project been started?  Yes  No  
If yes, please explain.

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**Documentation and Narrative Information**

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The following documents and narratives must be submitted with this application. In the upper right corner of each document or narrative write the corresponding letter shown below.

- A. A **NARRATIVE** discussion of the project. Please **limit to five pages** in length. Your narrative should incorporate answers to the following questions.
  1. What is the project? Provide a clear description of the concept of the proposed project, including such information as existing site conditions, trail length, number/acreage of parcels to be acquired, general construction activities planned, etc. For a nonconstruction project, provide a summary of the planned activities to be part of the project with a description of each. Remember to provide summary details of only the project scope that is the subject of the funding request. Do not provide details of completed or future phases of a project.
  2. Why is the project needed? Provide adequate project justification based on existing or estimated future use of the facility. If the project is a SRTS project, your discussion should address the existing hazards to walking or biking to school and how your project will mitigate these hazards.
  3. If your project is a trail or sidewalk project, how will it enhance connectivity to other existing transportation facilities or provide linkages with local amenities, activity nodes, or points of interest? This may include a description of how the project will assist older citizens, the economically disadvantaged, persons with disabilities, nondrivers, or other special populations or groups to access the transportation system.
  4. How does your project relate to the transportation system and what is its functional relationship, proximity, or impact to an existing or planned transportation facility? If this is a regional project, what is its value to your region and how will it be a functional addition to the transportation system and region as a whole if no additional development funds are received? If this is a statewide or multiregional project, assess the value of this project from a statewide or multiregional perspective.
  5. If this project is part of a larger multiphase project, how will your project complement the phases already completed or planned for the future? Keep in mind that the discussion of other completed or future phases of your project should not be the focus of your application or this narrative.
  6. How ready is your project to begin? For example, is all funding in place or are some initial steps completed (e.g., environmental studies, preliminary design)? If some parts of the project have already been started, describe how that head start will allow your project to move quickly once awarded.
  7. Are there environmentally sensitive or culturally significant areas that may be affected by your project? If so, how might those areas influence your project's ability to gain compliance with Section 106 or National Environmental Policy Act of 1969 requirements?
  8. To what degree will the proposed project fulfill the goals and/or priorities of the most recent MPO or RPA long-range transportation plan?
  
- B. A **DETAILED MAP** identifying the location of the project. The project scope should be clear and the map may also include other important information referred to in the narrative such as important transportation linkages, clearly marked completed or future project phases, etc. If the project is a SRTS project, the map shall indicate the K-8 school(s) to be served by the project, show a 2-mile radius of the school, identify neighborhoods served by the school, and hazards for children to walk or bike to school. More than one map may be submitted if the scope of the project is such that the desired detail is not feasible to be included on just one map. **Limit map sizes to no larger than 8.5-by-11-inches.**

- C. A **SKETCH PLAN** of the project, including cross section for bicycle or pedestrian facilities. If the cross section of your facility varies across the project (width, number of lanes, etc.) include a cross section for each situation and identify its location. (Required for construction projects only.)
- D. **DIGITAL PHOTOGRAPHS (limit to five)** that will help to explain the existing site conditions of the proposed facility. It is not necessary to include photographs of all aspects or the entire route of a project. Photos submitted should be representative of the project as a whole or should support any particularly compelling or complex description included in the narrative provided in item A above.
- E. An **ITEMIZED BREAKDOWN** of the total project costs. This documentation does not need to be a detailed, line-item type estimate or formal engineer's opinion of probable cost. However, it must accomplish two objectives: 1) it must show the method by which the cost estimate was prepared; and 2) it must enable a reviewer to determine if the cost estimate is reasonable. The manner in which these objectives are achieved may vary widely depending on the type, scope, and complexity of the project. Absent a fully itemized list of costs, some general guidelines for possible methods of estimating each type of project cost are provided on Attachment A. The itemized breakdown should reflect costs in the planned project execution year estimated in your time schedule provided as part of item F below. It is preferable that this breakdown be provided by a licensed professional. If not, it is the responsibility of the applicant to explain the rationale and source of the assumptions used to develop the cost breakdown to allow a reviewer to have confidence in their accuracy.
- F. An estimated **TIME SCHEDULE** for the total project development. Local Project TAP program funded projects will be required to be programmed within the next four-year Transportation Improvement Program (TIP) window. Once programmed, a project funding agreement will be executed and projects will be required to submit a concept statement and initiate preliminary plans within the programmed year. Projects will be required to be let within two years of funds being available (programmed) to the project. Upon award and execution of a project funding agreement, projects that fail to make satisfactory progress may be terminated by the Iowa Department of Transportation.
- G. An **OFFICIAL ENDORSEMENT** of the project from the authority to be responsible for the project's maintenance and operation. The authority must provide written assurance it will adequately maintain the completed project for its intended public use following project completion. For most construction projects, this will be a minimum of 20 years. The endorsement must also acknowledge the intent of the authority to provide the match funds required for the project. For cities, counties, or other political subdivisions, this should be in the form of a fully executed resolution by the elected body or board, as applicable.
- H. If applicable, a **LETTER OF SUPPORT** of the project from the scenic or heritage byway board. The board's letter should also address the project's relationship to the byway's intrinsic qualities, how the project will also have a statewide or multiregional impact, and whether the project is included in the byway's current corridor management plan.
- I. If applicable, the **ITEMS LISTED IN ATTACHMENT B** shall be provided. If this project application is for a SRTS project, the applicant will complete and address the items provided in Attachment B, which are required only if the project is applying as a SRTS project. Failure to provide this information may result in the project not being considered as a SRTS project under the Statewide TAP program.
- J. A **NARRATIVE** discussing the public input process that was followed and the extent to which adjacent property owners and others have been informed of the proposed project and an assessment of their acceptance. As part of this narrative, also describe local and regional planning efforts related to the project, including whether it is listed in a long-range plan. Also include discussion of any partnerships among local organizations and stakeholders that this project may help to facilitate or how these entities or individuals have contributed to the development of the project concept or have committed financial or other support to the project.
- K. A **LETTER OF SUPPORT** from the Iowa DOT's district if the project will include construction within Iowa DOT right of way.
- L. A completed **MINORITY IMPACT STATEMENT**.

The award of Iowa's TAP program funds; any subsequent funding or letting of contracts for design, construction, reconstruction, improvement, or maintenance; or the furnishing of materials shall not involve direct or indirect interest, prohibited by Iowa Code 314.2, 362.5, or 331.342, of any state, county, or city official, elective or appointive. Any award of funding or any letting of a contract in violation of the foregoing provisions shall invalidate the award of funding and authorize a complete recovery of any funds previously disbursed.

**Certification**

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by the participating local authority. I understand that the attached **official endorsement(s)** binds the participating authority to assume responsibility for adequate maintenance of any new or improved facilities.

I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa DOT is required prior to the authorization of funds.

Representing the City of Ames

  
Signature

Mark Gansen - Civil Engineer II  
Typed Name and Title

## Minority Impact Statement

Pursuant to 2008 Iowa Acts, HF 2393, Iowa Code 8.11, all grant applications submitted to the State of Iowa that are due beginning Jan. 1, 2009, shall include a Minority Impact Statement. This is the state's mechanism for requiring grant applications to consider the potential impact of the grant project's proposed programs or policies on minority groups.

**Please choose the statement(s) that pertains to this grant application. Complete all the information requested for the chosen statement(s). Submit additional pages as necessary.**

- The proposed grant project programs or policies could have a disproportionate or unique **positive** impact on minority persons.

Describe the positive impact expected from this project.

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Indicate which groups are impacted.

- Women     Persons with a disability     Blacks     Latinos     Asians  
 Pacific Islanders     American Indians     Alaskan Native Americans     Other \_\_\_\_\_

- The proposed grant project programs or policies could have a disproportionate or unique **negative** impact on minority persons.

Describe the negative impact expected from this project.

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Present the rationale for the existence of the proposed program or policy.

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Provide evidence of consultation with representatives of the minority groups impacted.

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Indicate which groups are impacted.

- Women     Persons with a disability     Blacks     Latinos     Asians  
 Pacific Islanders     American Indians     Alaskan Native Americans     Other \_\_\_\_\_

The proposed grant project programs or policies are **not expected to have** a disproportionate or unique impact on minority persons.

Present the rationale for determining no impact.

This project consists of construction of a shared use path that will meet specifications and will be open to everyone.

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I hereby certify that the information on this form is complete and accurate, to the best of my knowledge.

Name Mark Gansen

Title Civil Engineer II

#### Definitions

"Minority Persons," as defined in Iowa Code 8.11, means individuals who are women, persons with a disability, Blacks, Latinos, Asians or Pacific Islanders, American Indians, and Alaskan Native Americans.

"Disability," as defined in Iowa Code 15.102, subsection 7, paragraph "b," subparagraph (1):

b. As used in this subsection:

(1) "*Disability*" means, with respect to an individual, a physical or mental impairment that substantially limits one or more of the major life activities of the individual, a record of physical or mental impairment that substantially limits one or more of the major life activities of the individual, or being regarded as an individual with a physical or mental impairment that substantially limits one or more of the major life activities of the individual.

"*Disability*" does not include any of the following:

- (a) Homosexuality or bisexuality.
- (b) Transvestism, transsexualism, pedophilia, exhibitionism, voyeurism, gender identity disorders not resulting from physical impairments or other sexual behavior disorders.
- (c) Compulsive gambling, kleptomania, or pyromania.
- (d) Psychoactive substance abuse disorders resulting from current illegal use of drugs.

"State Agency," as defined in Iowa Code 8.11, means a department, board, bureau, commission, or other agency or authority of the State of Iowa.

# REQUEST FOR IOWA'S TRANSPORTATION ALTERNATIVES PROGRAM (TAP) FUNDS

## ATTACHMENT A

Itemized breakdown of total project costs guidelines.

### **Construction costs**

These may be based on historical averages for entire projects of similar size and scope. Examples include:

- Typical cost per mile of trail (e.g., \$XXX,XXX per mile for moderate terrain and limited number of structures).
- Typical cost per square foot of bridge deck.
- Typical cost per square foot of new or renovated building space.
- Typical cost per lineal foot of sidewalk.

### **Design/Inspection costs**

These may be estimated based on the following typical percentages of construction costs, such as:

- 8 to 10 percent for preliminary up through final design and letting activities.
- 12 to 15 percent for construction inspection activities.

### **Right of way acquisition costs**

These may be estimated based on:

- Impact and description of impact.
- Typical cost per square foot for permanent right of way.
- Typical cost per square foot for temporary easements.

### **Utility and railroad costs**

These may be estimated based on:

- Impact and description of impact.
- Typical cost per linear foot of relocated or reconstructed facility (i.e., track, pipe, electrical lines).
- Typical cost per installation (i.e., railroad switches, utility poles, transformers, control boxes).

### **Indirect costs**

If indirect costs are involved (e.g., wages):

- Estimated hours.
- Estimated hourly rate, salary.
- Estimated fringe, direct.
- Other direct cost estimate.
- Other indirect cost estimate.

# REQUEST FOR IOWA'S TRANSPORTATION ALTERNATIVES PROGRAM (TAP) FUNDS

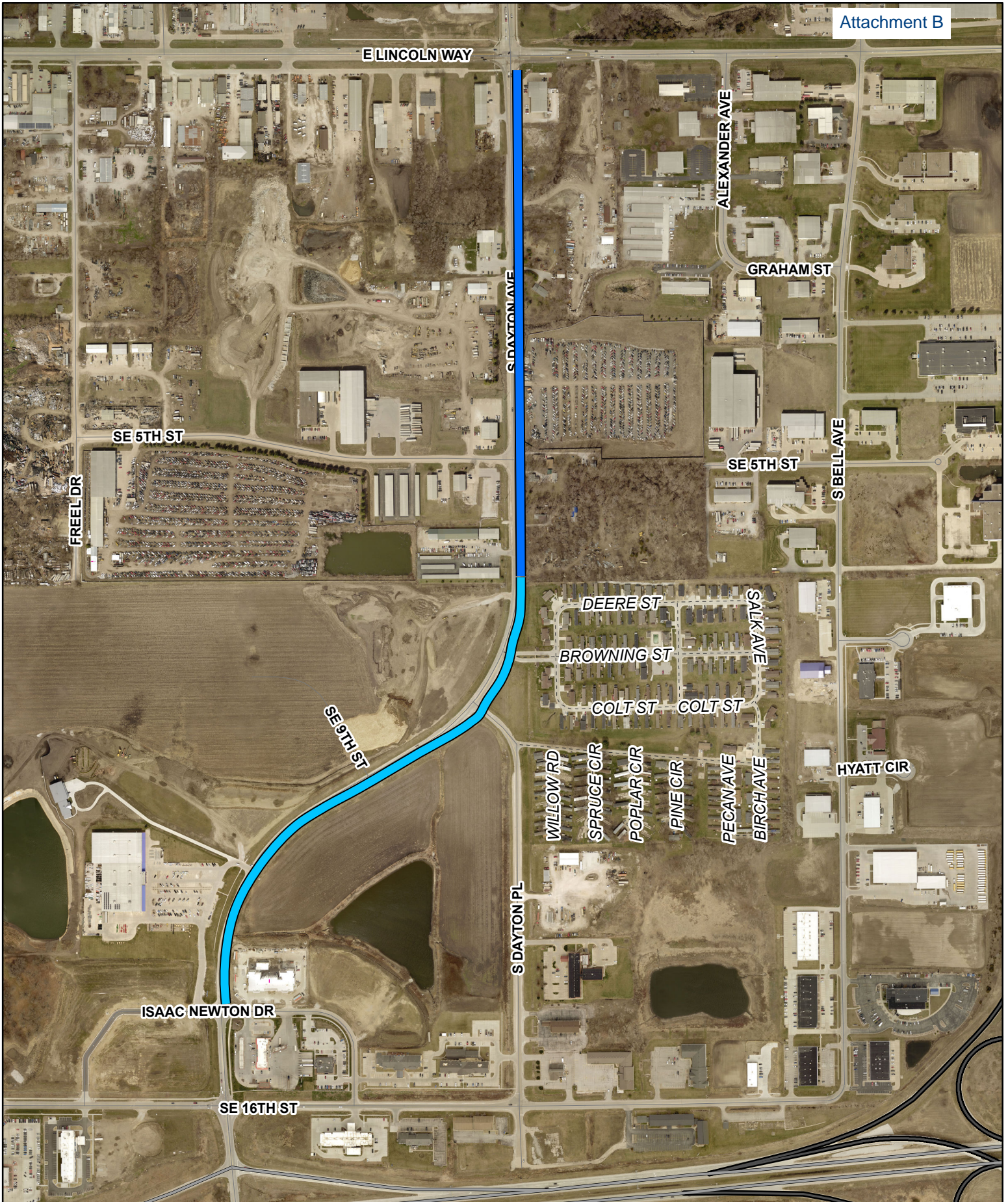
## ATTACHMENT B

For Safe Routes to School (SRTS) projects only.

1. Provide the following information about the affected school and student population. (To answer items f, g, h, and i below, use the data collection forms, tips, and instructions provided at <http://saferoutesdata.org/> to gather the necessary data. **Do not** send your survey forms with this application.)
  - a) School name
  - b) Grades of students at school
  - c) Number of students at school
  - d) Number of K-8 students at school
  - e) Distance eligibility for riding a bus (radius) in miles
  - f) Number of K-8 students who currently walk to school
  - g) Number of K-8 students who currently bicycle to school
  - h) Number of K-8 students currently driven to school
  - i) Number of K-8 students currently bused to school
  - j) Number of K-8 children eligible for busing
  - k) Number of K-8 students who attend this school and live within 2 miles of the school
  
2. A narrative discussing your plans for evaluating the success of the project. The SRTS program goal is to enable and encourage more children to walk and bicycle to school. How will you measure your success? What method will you use to determine whether more children are walking and bicycling to school? What are your specific user goals for this project? Your plans for measurement should minimally include using the student survey forms provided at <http://saferoutesdata.org/> to **gather before and after figures for the number of K-8 students who are:**
  - a) Walking to school.
  - b) Bicycling to school.
  - c) Driven to school.
  - d) Bused to school.

**South Dayton Shared Use Path (Lincoln Way to Isaac Newton Drive) - Narrative**

This project includes the construction of a 10' hard-surface trail that will extend from Lincoln Way to Isaac Newton Drive along the east side of South Dayton Avenue. As indicated in Attachments B and C, the south portion will include a standard urban cross section with a trail while the north portion will include a rural section with an adjacent protected path. This trail will connect SE 16<sup>th</sup> Street to Lincoln Way, providing an essential connection for the trail network in the southeast area of the Ames Metropolitan Area. The trail will serve as an important link for commuters, recreational users, and customers of the businesses within the region. There is planned development along this corridor that will also utilize this trail connection in the future. All local funding for this project will be in place in FY 25/26 and that is when preliminary engineering will begin. There do not appear to be any environmentally sensitive or culturally significant areas within the project area. This project is in alignment with the Forward 2045 Long Range Transportation Plan for the AAMPO.



Shared Use Path System Expansion

S. Dayton Avenue



Cross Section #1

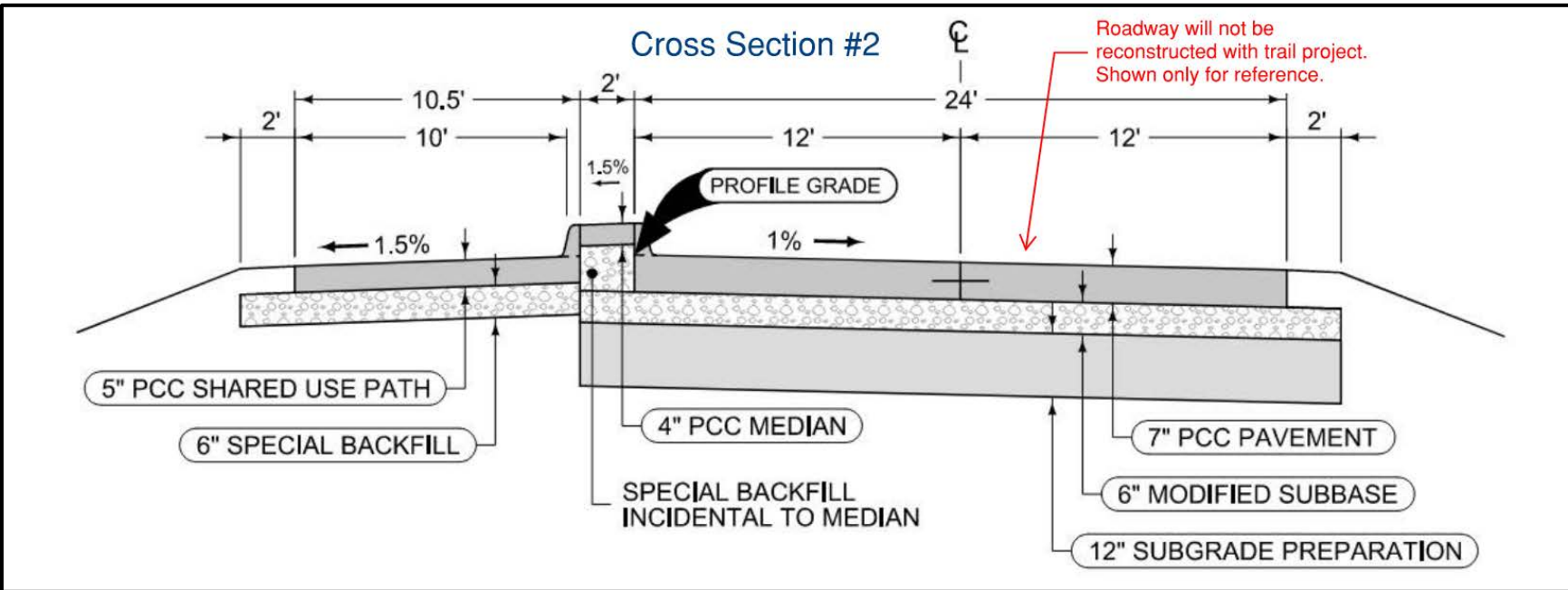
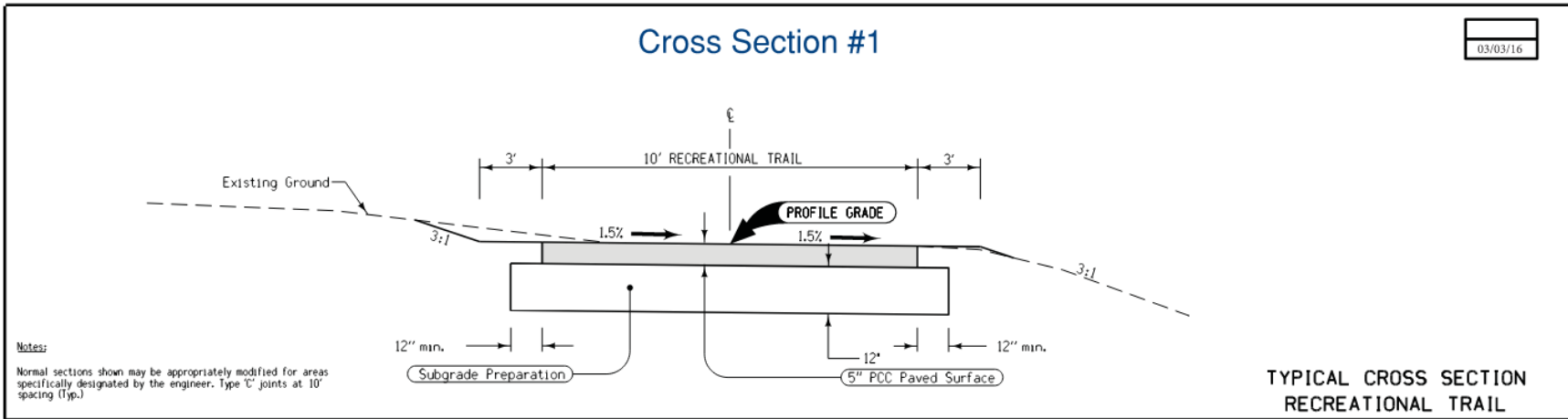


Cross Section #2



1 inch = 625 feet

Date: 3/28/2022



South Dayton Shared Use Path (Lincoln Way to Isaac Newton Drive) – Digital Photographs



**South Dayton Shared Use Path (Lincoln Way to Isaac Newton Drive) – Itemized Breakdown**

An estimate of quantities and unit prices were prepared for the project considering the respective cross sections shown in Attachment C. These unit prices are in-line with recent similar construction projects.

<u>Item #</u>	<u>Item Code</u>	<u>Description</u>	<u>Quant</u>	<u>Unit</u>	<u>Price</u>	<u>Amount</u>
<i>Division 2 - Earthwork</i>						
2.1	2010-108-D-2	Topsoil, 8" Depth	2000	cy	20.00	40,000.00
2.2	2010-108-E-0	Excavation, Class 10, 11" Depth	1000	cy	20.00	20,000.00
2.4	2010-108-I-0	Special Backfill, 8" Depth	1500	cy	50.00	75,000.00
<i>Division 4 - Sewers and Drains</i>						
4.1	XXXX-XXX	48" Apron Extension	1	ls	10000.00	10,000.00
4.2	4020-108-A-1	Storm Sewer, Trenched, RCP, 15" dia.	50	lf	100.00	5,000.00
4.3	XXXX-XXX	24" Culvert Relocation	1	ls	6000.00	6,000.00
4.4	XXXX-XXX	24" Outlet Adjustment	1	ls	3000.00	3,000.00
<i>Division 5 - Water Mains and Appurtenances</i>						
5.9	5020-108-C-0	Fire Hydrant Relocation	13	ea	1500.00	19,500.00
5.11	5020-108-G-0	Valve Box Replacement, Adjustment	10	ea	500.00	5,000.00
<i>Division 6 - Structures for Sanitary and Storm Sewer</i>						
6.2	6010-108-B-0	Intake Type, Area	2	ea	5000.00	10,000.00
6.4	6010-108-F-0	Manhole Adjustment, Major	3	ea	2000.00	6,000.00
<i>Division 7 - Streets and Related Work</i>						
7.2	7010-108-E-0	Curb & Gutter, 30" width, 12" thick @ BOC	120	lf	60.00	7,200.00
7.3	7010-108-G-0	Concrete Median	1000	sy	60.00	60,000.00
7.7	7030-108-C-0	Shared Use Path, HMA or PCC, 5" depth	5900	sy	42.00	247,800.00
7.9	7030-108-G-0	Detectable Warning	120	sf	50.00	6,000.00
7.10	7030-108-H-1	Driveway, Paved, PCC, 7" depth	350	sy	50.00	17,500.00
<i>Division 8 - Traffic Control</i>						
8.1	8030-108-A-0	Temporary Traffic Control	1	ls	5000.00	5,000.00
<i>Division 9 - Sitework and Landscaping</i>						
9.1	9040-108-F-1	Wattles	3000	lf	2.00	6,000.00
<i>Division 11 - Miscellaneous</i>						
11.1	11010-108-A	Construction Survey/Staking	1	ls	5000.00	5,000.00
11.2	11010-108-B	Pedestrian Facility Construction Survey & Staking	1	ls	2000.00	2,000.00
11.4	11020-108-A	Mobilization	1	ls	40000.00	40,000.00
11.6	11060-108-A	Concrete Washout	1	ls	3000.00	4,000.00
<b>SUBTOTAL</b>						<b>600,000.00</b>
Contingency (incl. Shoulder / Slopes / Safety Rail)						50,000.00
<b>TOTAL</b>						<b>\$650,000.00</b>



**South Dayton Shared Use Path (Lincoln Way to Isaac Newton Drive) – Time Schedule**

The survey and preliminary design is anticipated to occur in the summer of 2025, with final design being completed in the fall of 2025. This allows for a winter bid letting for anticipated construction in 2026.

**South Dayton Shared Use Path (Lincoln Way to Isaac Newton Drive) – Public Input Process**

Through the City of Ames Capital Improvements Plan development and public outreach efforts completed in 2020-2021, community members identified the desire for this project as a significant bicycle connection in the area. Public meetings, public hearings, website postings and press releases were issued to notify the public of the opportunity to provide input and comments to the Capital Improvements Plan. Furthermore, City of Ames staff, along with hired consultants working on behalf of the City, will have additional public meetings and discussions with adjacent property owners to keep them involved throughout the design process.