

AGENDA
AMES AREA METROPOLITAN PLANNING ORGANIZATION (AAMPO)
TRANSPORTATION POLICY COMMITTEE
COUNCIL CHAMBERS - CITY HALL
MAY 28, 2024

CALL TO ORDER: 6:00 p.m.

CONSENT AGENDA: All items listed under the Consent Agenda will be enacted by one motion. There will be no separate discussion of these items unless a request is made prior to the time the Committee members vote on the motion.

1. Motion recommending Ames City Council approval of Professional Services Agreement with HDR Engineering, Inc. of Omaha, Nebraska for the 2050 Metropolitan Transportation Plan update in an amount not to exceed \$499,851
2. Motion approving draft Public Participation Plan and setting July 9, 2024, as date of public hearing

ADMINISTRATION:

3. Motion approving Draft FFY 2025-2028 Transportation Improvement Program and setting July 9, 2024, as date of public hearing

HEARINGS:

4. Hearing on FY 2025 Transportation Planning Work Program
 - a. Resolution approving Final FY 2025 Transportation Planning Work Program

COMMITTEE COMMENTS:

ADJOURNMENT:

Please note that this agenda may be changed up to 24 hours before the meeting time as provided by Section 21.4(2), *Code of Iowa*.

ITEM #: 1
DATE: 05-28-24
DEPT: AAMPO

TRANSPORTATION POLICY COMMITTEE ACTION FORM

**SUBJECT: PROFESSIONAL SERVICES AGREEMENT WITH HDR ENGINEERING, INC.
FOR 2050 METROPOLITAN TRANSPORTATION PLAN UPDATE**

BACKGROUND:

Every five years, the Ames Area MPO (AAMPO) is required to develop a Metropolitan Transportation Plan (MTP), formerly known as a Long-Range Transportation Plan (LRTP). As defined by the U.S. Department of Transportation (DOT), the primary purpose of the MTP is to identify how the metropolitan area will manage and operate a multi-modal transportation system (including transit, highway, bicycle, pedestrian, and accessible transportation) to meet the region's economic, transportation, development, and sustainability goals for a 20+ year planning horizon, while remaining fiscally constrained. **This update to the AAMPO's MTP will have an anticipated completion date of September 23, 2025, and will utilize 2050 as the planning horizon year.**

The AAMPO included the MTP update in its Federal Fiscal Year (FFY) 2025 Transportation Planning Work Program (TPWP) and FFY 2024-2027 Transportation Improvement Program (TIP). **In total, \$400,000 in federal MPO planning funds is budgeted for the MTP update with a required local match of \$100,000 (20% of the \$500,000 total). The City of Ames lists the MTP update in its 2023-2028 Capital Improvements Plan (CIP) in 2023/24, with the \$100,000 local match coming from the Road Use Tax Fund.**

CONSULTANT SELECTION:

Following applicable federal and state mandated purchasing requirements, to allow use of federal planning funds, the AAMPO first solicited a Request for Qualifications (RFQ) to establish a list of qualified firms that would then proceed to the Request for Proposals (RFP) stage. A total of two (2) statements of qualifications (SOQs) were received. Each SOQ was evaluated by a project selection team consisting of AAMPO and City of Ames staff. Listed below are the criteria used for scoring the SOQs:

<u>RFQ Scoring Criteria:</u>	<u>Points</u>
Project Understanding:	25
Project Team & Key Personnel:	25
Previous Experience:	20
Understanding of AAMPO Region:	10
Ability to Perform Work:	10
Responsiveness:	10

The scores for the received SOQs, utilizing the above criteria, are as follows:

Rank	Firm(s)	Score
1	HDR Engineering	97
2	Felsburg Holt & Ullevig (<i>Prime</i>), SRF Consulting, ATG	92

The project selection team determined that both project teams that submitted SOQs were qualified to advance to the RFP stage. Each team conducted an in-person presentation of its proposal to the project selection team (which consisted of staff from the AAMPO, the City of Ames, and Story County). The proposals and presentations were scored using the following criteria:

<u>Proposal Presentation Scoring Criteria:</u>	<u>Points</u>
MTP Content:	50
Transportation Modeling & Data Review/Analysis:	25
Public & Stakeholder Engagement:	15
Project Schedule:	5
Project Management:	5

The scores for the presentations and proposals, utilizing the above criteria, are as shown below. Following Federal requirements, this is a qualifications-based selection and proposed fees cannot be considered for selecting the preferred firm.

Rank	Firm(s)	Score
1	HDR Engineering	94
2	Felsburg Holt & Ullevig (<i>Prime</i>), SRF Consulting, ATG	88

Given the above rankings, staff has negotiated a contract with the highest rank firm, HDR Engineering, Inc. of Omaha, Nebraska.

PROJECT SCOPE:

The key services the consultant will perform include the following:

- Create a Metropolitan Transportation Plan for the AAMPO with a planning horizon year of 2050 which meets all applicable state and federal requirements.
- Collect and process all applicable data needed to evaluate the performance of the transportation system (GIS data, traffic data, crash data, transit data, bicycle/pedestrian data, pavement & bridge data, socioeconomic data, and previous transportation studies in the AAMPO region).
- Conduct a Community Transportation Assessment Survey to be administered using a combination of mail and online methods and create a final report and summary of the survey results to be used in the MTP's development.
- Create a Regional Travel Demand Model (in coordination with Iowa DOT and AAMPO staff) using TransCAD software and a regional traffic model (in coordination with AAMPO and City of Ames staff) using Synchro software. Models will include base year (2023), interim year (2035 or 2040), and future year (2050) scenarios.

- Using collected data and the travel demand and traffic models, evaluate the existing performance of the transportation system in the AAMPO region. This will include evaluating the existing region profile (historical & projected population, employment, movement, and commuter trends), existing highway and major roadway performance, travel time reliability, safety, bridge conditions, pavement conditions, transit system performance, bicycle and pedestrian system performance, and regional connectivity.
- Evaluate the projected future performance of the transportation system in the interim and future planning years including: future traffic operations, pavement & bridge needs, potential impacts of emerging trends & technologies, and multi-modal system performance.
- Develop robust community and stakeholder engagement strategies through the creation of a Public Engagement Plan. Assist the AAMPO and City of Ames with public & stakeholder engagement efforts including: creation of a project webpage on the AAMPO website, program branding, engagement booths at community events, visioning public open house, visioning web-based open house, alternatives/strategies public open house, alternatives/strategies web-based open house, and web-based draft plan open house.
- Develop alternatives, projects, and strategies to meet the needs of the transportation system as identified in the existing and future evaluation of the transportation network. This will include roadway, multi-modal, transit, bicycle/pedestrian, and pavement rehabilitation and reconstruction alternatives and projects.
- Develop a fiscally constrained implementation plan using prioritized alternatives. The implementation plan will include short-term, medium-term, and long-term alternatives/projects. Forecasted future federal, state, and local funding sources will be leveraged to ensure fiscal constraint. Projects will undergo an environmental and constructability review during implementation plan development. Areas requiring further, more detailed, study will also be identified. For each project identified in the fiscally constrained plan, information such as project type, termini, cost, and anticipated funding source will be included at a minimum.
- Deliver presentations to the AAMPO Transportation Policy and Technical Committees at key project milestones throughout the life of the project.

ALTERNATIVES:

1. Recommend that the City of Ames approve the professional services agreement with HDR Engineering, Inc. of Omaha, Nebraska for the 2050 Metropolitan Transportation Plan update in an amount not to exceed \$499,851.
2. Direct staff to negotiate an agreement with another firm.

MPO DIRECTOR'S RECOMMENDED ACTION:

HDR Engineering, Inc. has successfully led the development of the past several MP updates for the AAMPO and, based on staff evaluation, they will provide the best value for the 2050 MTP update. Therefore, it is the recommendation of the MPO Executive Director that the Transportation Policy Committee adopt Alternative No. 1, as noted above.

TRANSPORTATION POLICY COMMITTEE ACTION FORM

SUBJECT: **DRAFT PUBLIC PARTICIPATION PLAN**

BACKGROUND:

The Public Participation Plan details how the AAMPO involves the public and stakeholders in its transportation planning efforts. It includes public and stakeholder engagement goals and strategies that the MPO plans to implement so that all interested parties have ample opportunity to get involved with the MPO's transportation planning efforts and planning document updates. It also details how to access the MPO's relevant transportation planning information and documentation.

All MPOs are federally required to have a Public Participation Plan. The Iowa DOT requires that MPOs update their Public Participation Plan at least every five years, after major organizational changes, or as otherwise needed. Even though the AAMPO's last update to the Public Participation Plan was only three years ago (in 2021), the MPO has recently undergone a complete website redesign, adopted a new planning area boundary, and has updated the composition of its Transportation Technical Committee. Therefore, it is necessary to update the Public Participation Plan to reflect these recent changes.

The draft Public Participation Plan (**Attachment A**) carries over most of the content from the 2021 update. However, **the following changes were made to reflect recent changes to the AAMPO, new sociodemographic data, and the recent redesign of the MPO website:**

- **Page 4 (Section 1.2):** Updated the discussion and map to reflect the AAMPO's recent modification to the planning area boundary.
- **Page 6 (Section 1.4):** Updated the Transportation Technical Committee overview to reflect the new composition of the committee (including the addition of five new voting members: two from the City of Ames, one from the City of Gilbert, one from the Gilbert Community School District, and one from Iowa State University).
- **Pages 10-11 (Sections 3.1 & 3.2):** Updated the discussion and information about the AAMPO website to reflect the recent redesign (which included separating the AAMPO website from the City of Ames website). Added discussion about the AAMPO's new email newsletter.
- **Pages 15-20 (Sections 5.1-5.6):** Reviewed the development and public input process for all core planning documents and made updates as appropriate. Some updates include: adding a requirement to create a Public Engagement Plan for Metropolitan Transportation Plan updates, removing the requirement to hold a public input session for every core planning document update, removing the 30-day public comment period requirement for Passenger Transportation Plan updates (due to the high level of public involvement already present throughout the plan's development), and shortening the minimum public comment period for amendments to all core planning documents (except for the Public Participation Plan) to 10-days (instead of 15-days) in order to simplify the process for processing amendment requests made to the AAMPO.
- **Pages 21-22 (Sections 6.1-6.4):** Updated the discussion on underserved populations to reflect the availability of new sociodemographic data, updates to project selection criteria to include "impact on high-need areas and disadvantaged populations" for AAMPO grant program applications,

updated links to the City of Ames and CyRide Limited English Proficiency (LEP) Plans, and updated links to the AAMPO's LEP Plan and Title VI complaint form.

- **Pages 27-36 (Appendices C & D):** Generated new regional demographic table summaries using 2022 American Community Survey (ACS) five-year data for 2018-2022 and generated new sociodemographic maps using the Environmental Protection Agency's (EPA's) new environmental justice (EJ) mapping and screening tool, EJScreen.

After review and approval by the Transportation Policy Committee, the draft document will undergo a 45-day public comment period. During this time, the Iowa DOT will also review the draft document. **Once final feedback is received and incorporated into the Public Participation Plan, the final document will be presented to the Transportation Policy Committee again for public hearing and final approval on July 9, 2024.**

ALTERNATIVES:

1. Approve the draft Public Participation Plan and set July 9, 2024, as the date of public hearing.
2. Modify the draft Public Participation Plan and set July 9, 2024, as the date of public hearing.

MPO DIRECTOR'S RECOMMENDED ACTION:

The Transportation Technical Committee has reviewed the Draft Public Participation Plan and unanimously recommends approval. This plan was updated by staff based on all applicable federal and state regulations and guidance. **Therefore, it is the recommendation of the MPO Executive Director that the Transportation Policy Committee adopt Alternative No. 1, as noted above.**

ATTACHMENT(S):

[Attachment A - Draft Public Participation Plan.pdf](#)

DRAFT Public Participation Plan

2024 Update



Ames Area
MPO

The Ames Area Metropolitan Planning Organization prepared this report with funding from the U.S. Department of Transportation's Federal Highway Administration and Federal Transit Administration, and in part through local matching funds of the Ames Area MPO member governments. These contents are the responsibility of the Ames Area MPO. The U.S. government and its agencies assume no liability for the contents of this report or for the use of its contents. The Ames Area MPO approved this document on July 9, 2024. Please call (515) 239-5160 to obtain permission to use.

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1 - Introduction

1.1 Document Purpose

The Public Participation Plan (PPP) details how the Ames Area MPO (AAMPO) involves the public and stakeholders in its transportation planning efforts. This document will provide public and stakeholder engagement goals and strategies that the MPO plans to implement so that all interested parties have ample opportunity to get involved with the MPO's transportation planning efforts and planning document updates. It will also detail how the MPO will provide easy access to relevant transportation planning information and documentation.

MPOs are federally required to develop a PPP. The Iowa Department of Transportation (DOT) requires that MPOs update their PPP at least every five years. Even though five years is the maximum timeframe between PPP updates, AAMPO continually reviews its public and stakeholder engagement strategies and will update its PPP whenever warranted.

1.2 AAMPO Overview and Planning Area

AAMPO was officially designated the MPO of the Ames urbanized area by the Governor of Iowa in March 2003. This designation was the result of the Ames urbanized area having a population greater than 50,000 in the 2000 Census. As a result of the 2010 Census, the urbanized areas of Ames and Gilbert were combined into one urbanized area, therefore requiring the Metropolitan Planning Area Boundary be expanded to encompass this area in its entirety. The current boundary, a result of the 2020 Census and urban area adjustment, was adopted by the AAMPO on January 23, 2024 (shown in **Figure 1**).

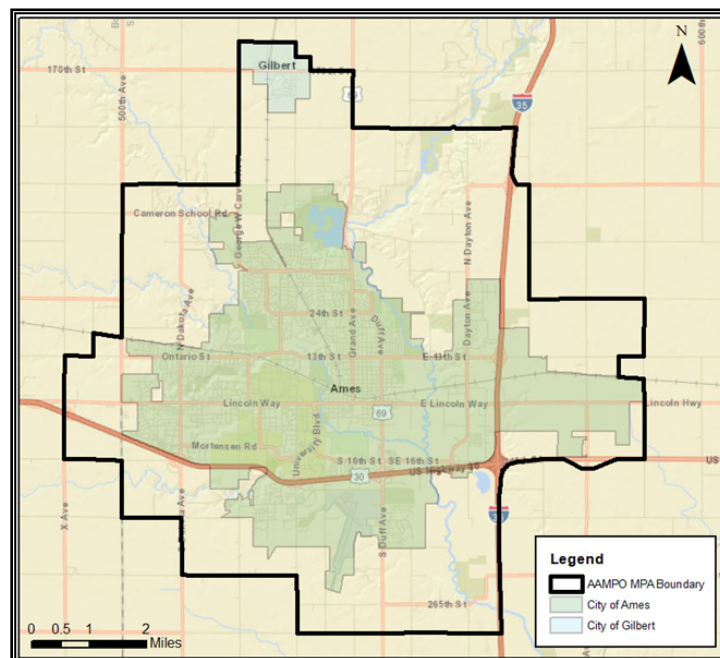


Figure 1: AAMPO Boundary (Adopted Jan 23, 2024)

The Ames Area MPO provides and coordinates various transportation planning and improvement efforts throughout the Ames urban area. This includes coordination and consultation with the MPO's various stakeholders, which are described in **Appendix B**.

The Ames Area MPO consists primarily of two standing committees: The Transportation Policy Committee and the Transportation Technical Committee.

1.3 Transportation Policy Committee

Transportation Policy Committee (TPC) is the governing body of the AAMPO, and its membership consists of representatives from AAMPO member agencies. Currently, the TPC membership includes the City of Ames, City of Gilbert, Ames Transit Agency (CyRide), Boone County, and Story County. The Iowa Department of Transportation, Federal Highway Administration, Federal Transit Administration, and Iowa State University have advisory, non-voting, representatives.

Transportation Policy Committee Membership		
<i>Representative Agency</i>	<i>Member</i>	<i>Representative Agency Role</i>
City of Ames (Chair)	John Haila	Mayor
City of Ames	Gloria Betcher	Council Member
City of Ames	Tim Gartin	Council Member
City of Ames	Anita Rollins	Council Member
City of Ames	Rachel Junck	Council Member
City of Ames	Bronwyn Beatty-Hansen	Council Member
City of Ames	Amber Corrieri	Council Member
Boone County	Bill Zinnel	Board of Supervisors
Story County	Linda Murken	Board of Supervisors
Ames Transit Agency (CyRide)	Vacant	CyRide Board Member
City of Gilbert	Jonathan Popp	Mayor
Iowa Dept. of Transportation ‡	Shelby Ebel	District 1 Transportation Planner
Federal Highway Administration ‡	Dakin Schultz	Iowa Division Planning Program Manager
Federal Transit Administration ‡	Daniel Nguyen	Region VII Community Planner
Iowa State University ‡	Brandi Latterell	Director for Planning Services

‡ Non-voting

1.4 Transportation Technical Committee

The Transportation Technical Committee (TTC) serves as the primary advisory body to the TPC, and its membership consists of technical personnel from various regional agencies involved in transportation planning efforts and transportation project programming within the AAMPO planning area. Currently, the TTC membership includes the City of Ames, City of Gilbert, Ames Transit Agency (CyRide), Boone County, Story County, Iowa State University, Ames Community School District, Gilbert Community School District, and the Ames Economic Development Commission. The Iowa Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration have advisory, non-voting, representatives.

Transportation Technical Committee Membership		
<i>Representative Agency</i>	<i>Member</i>	<i>Representative Agency Role</i>
City of Ames (Chair)	Damion Pregitzer	Traffic Engineer
City of Ames (Vice-Chair)	Justin Moore	Planner
City of Ames	Kelly Diekmann	Director of Planning & Housing
City of Ames	Tracy Peterson	Municipal Engineer
City of Ames	Justin Clausen	Operations Manager
City of Ames	Mark Gansen	Civil Engineer II
City of Ames	Joshua Thompson	Parks & Facilities Superintendent
City of Gilbert	Scott Williams	City Engineer (<i>Strand Associates</i>)
Ames Transit Agency (CyRide)	Barbara Neal	Transit Director
Iowa State University	Sarah Lawrence	Campus Planner
Iowa State University	Angie Solberg	Facilities Project Manager
Boone County	Jonathan Bullock	County Engineer
Story County	Darren Moon	County Engineer
Ames Community School Dist.	Gerry Peters	Facilities Director
Gilbert Community School Dist.	Trent Becker	Transportation Manager
Ames Economic Development Commission	Greg Piklapp	Director Econ. Outreach & Gov. Relations
Iowa Dept. of Transportation ‡	Shelby Ebel	District 1 Transportation Planner
Federal Highway Administration ‡	Dakin Schultz	Iowa Division Planning Program Manager
Federal Highway Administration ‡	Sean Litteral	Planning and Development Team Leader
Federal Transit Administration ‡	Daniel Nguyen	Region VII Community Planner

‡ Non-voting

1.5 MPO Staff & Contact Information

There are numerous ways to contact and engage with MPO staff, including:

Website: www.aampo.org

Phone: (515) 239-5160

Email: [Staff Contact List](#)

Mail/Office: Ames Area MPO

515 Clark Ave

Ames, IA, 50010

2 - Regulations

There are several federal and state regulations pertaining to participation in the MPOs transportation planning activities for members of the public and agency stakeholders. These regulations are described in the following section.

2.1 Transportation Planning Requirements

[23 CFR 450.316](#) details several federal requirements that MPOs need to follow regarding public and stakeholder participation. In short, these regulations cover the development and content requirements for Public Participation Plans, documentation of public comments on planning documents such as Transportation Improvement Programs (TIPs) and Metropolitan Transportation Plans (MTPs), the 45-day public comment period requirement for initial or revised PPPs, and coordination with regional agencies and officials which are responsible for other planning activities or are affected by regional planning activities.

2.2 Iowa DOT Requirements

The Iowa DOT provides guidance documentation to Iowa MPOs and RPAs for the development and maintenance of Public Participation Plans. Within this guidance, the Iowa DOT states various requirements that help ensure that PPPs are both effective and comply with the various federal requirements and regulations. Some of the more significant requirements are listed here:

- The PPP is required to be updated at least every five years.
- The PPP must be developed in consultation with all interested parties.
- The minimum required public comment period is 45 calendar days before final adoption.
- The Draft PPP must be submitted to Iowa DOT staff for review before final adoption.
- The Final PPP must be provided to Iowa DOT, FHWA, FTA, and published online.
- The PPP must cover public-related procedures for all five of the MPOs core planning documents which include the MTP, PPP, PTP, TIP, and TPWP.
- All draft planning documents provided to the public for input should be in final draft form.
- Timeframes and notification methods for meeting agendas, public hearing notices, and public comment periods should be explicitly stated in the PPP.
- Meeting agendas, meeting minutes, current planning documents, and Title VI documentation (including notice to public, complaint form, and related documents) should be posted on the MPO's website.

2.3 Title VI

[“Title VI of the Civil Rights Act of 1964](#) prohibits discrimination on the basis of race, color, or national origin in any program or activity that receives Federal funds or other Federal financial assistance.” MPOs receive federal funding from both the FHWA and FTA and are therefore required to adhere to Title VI requirements. Additionally, FTA has published [FTA Circular 4702.1B](#), Title VI Requirements and Guidelines for Federal Transit Administration Recipients. All recipients of FTA funds, including MPOs, are

subject to these requirements. In addition to Title VI specific regulations, there also additional non-discrimination protection regulations that agencies receiving federal funds must follow. [Section 162 \(a\) of the Federal-Aid Highway Act of 1973 \(23 USC 324\)](#) covers the prohibition of sex-based discrimination. The [Age Discrimination Act of 1975](#) prohibits discrimination based on age. [Section 504 of the Rehabilitation Act of 1973](#) and the [Americans with Disabilities Act \(ADA\) of 1990](#) prohibits discrimination based on disabilities.

2.4 Environmental Justice

The Environmental Protection Agency (EPA) states that “Environmental justice (EJ) is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation and enforcement of environmental laws, regulations and policies.” There are several regulations pertaining to environmental justice in minority populations and low-income populations including [Executive Order 12898](#), [U.S. DOT Order 5610.2\(a\)](#), [FTA Circular 4703.1](#), and [FHWA Order 6640.23A](#).

These regulations ensure that government agencies (such as MPOs), are providing reasonable opportunities for all people (regardless of race, color, origin, or income) to be able to actively participate in decisions and planning efforts that may affect their environment and/or health. Additionally, MPOs need to assess and consider the potential impact their planning efforts and future projects may have on the health and the environment for minority and low-income populations.

2.5 Limited English Proficiency

[Executive Order 13166](#), signed August 11, 2000, “requires Federal agencies to examine the services they provide, services to those with limited English proficiency (LEP), and develop and implement a system to provide those services so LEP persons can have meaningful access to them.” Additionally, in accordance with this Executive Order, the U.S. DOT issued its own [LEP Guidance](#), which applies to all recipients of U.S. DOT funding, including MPOs.

2.6 Iowa Open Meetings

[Chapter 21 of the Code of Iowa](#) details the full regulations pertaining to the open meetings law. Some key points that relate to MPO meetings include:

- Public notice must be given for the time, date, place, and agenda for meetings.
- Meetings need to be held at a place and time reasonably accessible to the public.
- Meetings must be conducted in open session, with certain exceptions that may apply for holding a closed session.
- Meeting minutes must be kept which include the date, time, place, members present, and actions taken.
- Electronic meetings may be conducted only in circumstances where meeting in person is impossible or impractical. Electronic meetings still need to be accessible to the public and minutes still need to be kept.

2.7 Iowa Public Records

[Chapter 22 of the Code of Iowa](#) details the full regulations pertaining to the public records law. Some key points that relate to MPO meetings include:

- The public has the right to examine and copy public records.
- The agency may adopt and enforce reasonable rules regarding the examination and copying of the records.
- If the agency's physical possession, the right to examine public records should be free of charge.
- The agency may charge a reasonable fee for time and expense required for supervising examination and copying the records, not exceed the actual cost of providing the service.
- Some records are considered confidential and are not subject to public release in the absence of a court order, as outlined in Chapter 22.7.

3 - Public Outreach Strategies

The goal of the AAMPO is to ensure that all interested parties are well-informed and have ample notice and ability to provide meaningful input for all transportation planning activities and initiatives. To do this, the AAMPO utilizes various strategies and mediums for which to reach out to members of the public as well as the region’s stakeholders (see **Appendix B** for a list of stakeholders).

3.1 AAMPO Website

The AAMPO website, www.aampo.org, provides information about all MPO activities and efforts. It can be automatically translated into over 120 languages and features an ADA accessibility widget with the ability to convert the website into gray scale or high contrast and to convert links to yellow text or underlined. **Figure 2** below shows a screenshot of the website’s homepage.

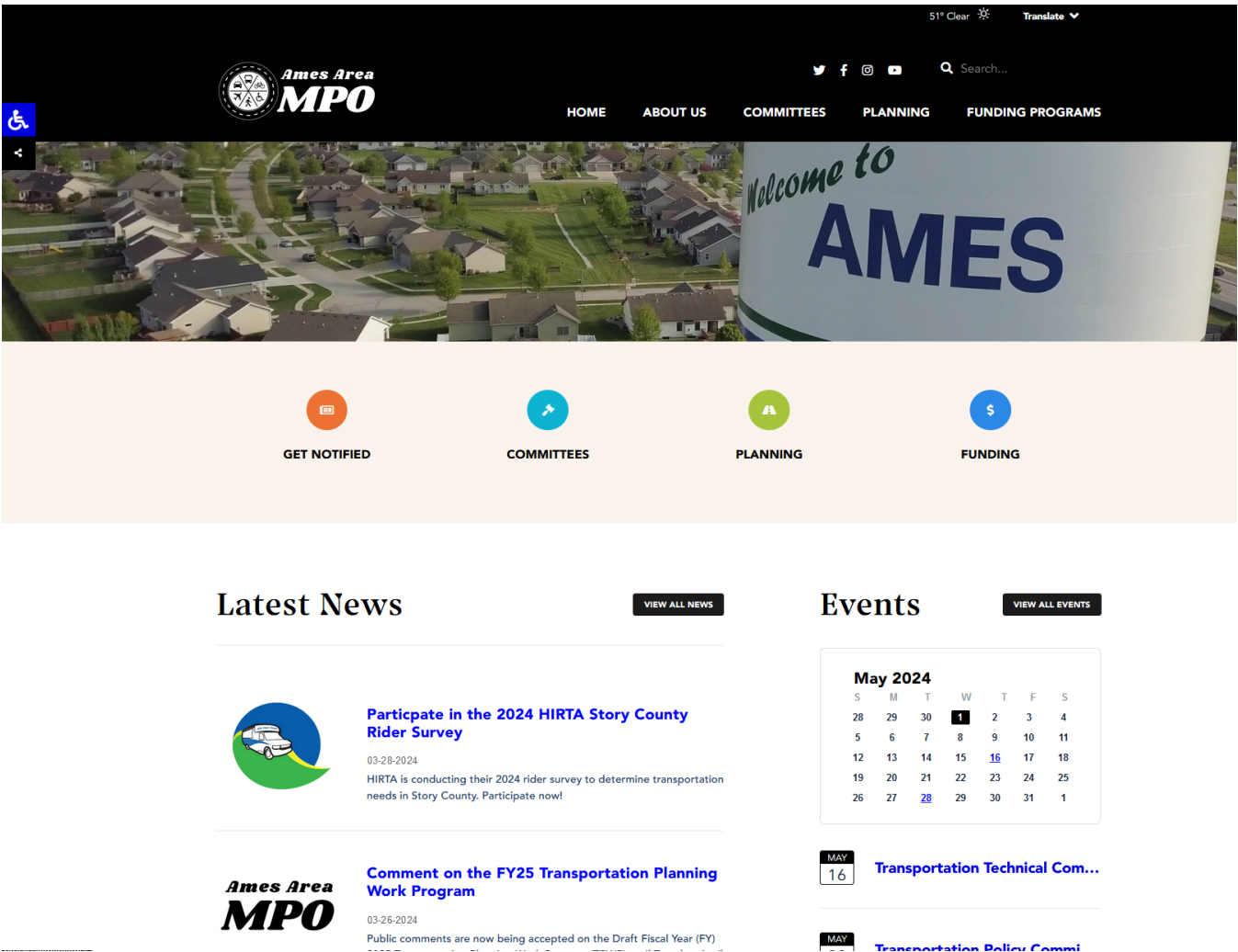


Figure 2: AAMPO Website Homepage

The following information and items can be found on the website:

- General information for the five core planning documents (MTP, TPWP, TIP, PPP, & PTP) as well as links to both current and previous versions of those planning documents. General information and documentation for other planning documents, planning efforts, and special studies are also found on the website.
- Title VI information including: a Title VI notice to the public, Title VI complaint form, and all current Title VI documentation.
- Event calendar for committee meeting dates, public open houses & workshops, other AAMPO-led events, or events pertinent to transportation planning efforts in the Ames region.
- Latest news and updates from the AAMPO.
- Sign-up form for the AAMPO's email newsletter.
- AAMPO staff directory.
- General information about the AAMPO and its core purpose and functions.
- Description of each of the AAMPO's regional grant programs as well as links for member agencies to those program's application forms and notice of funding opportunities.

3.2 Newsletter

Anyone may sign up for the AAMPO email newsletter by inputting their email address online at https://aampo.org/about_us/newsletter.php. Once signed up, the AAMPO will send out news and updates via email. Information contained within a newsletter email may include upcoming events, upcoming committee meetings, public comment period notices, news and information for ongoing plan updates or projects, and more.

3.3 Publications

Information about all MPO meetings is added to the existing public meeting calendar which is produced weekly and is distributed to local newspapers such as the Ames Tribune and ISU Daily. Formal notices for public hearings are published in the Ames Tribune. Press releases to area newspapers and radio stations will be used utilized to notify citizens of upcoming MPO activities.

3.4 TV & Streaming

The City of Ames maintains a local governmental access cable channel (Channel 12), a [YouTube channel](#), and a live stream on the city's website for broadcasting public meetings. This includes the MPO's Transportation Policy Committee meetings and workshops. Archived videos of these meetings can also be found on the [MPO website](#) under meeting materials.

3.5 Social Media

The AAMPO does not currently have its own social media account on any platform. However, the public is provided notice about MPO plan updates through the City of Ames's social media accounts on [Facebook](#) and [Twitter/X](#). The public can submit comments and feedback on MPO-related posts on those

e social media platforms. Links to the city’s social media pages are provided on the homepage of the MPO website.

3.6 City Side (City of Ames Newsletter)

Meeting information and important updates from the AAMPO are included as a part of the City of Ames’s newsletter, City Side, which is distributed monthly by mail with utility bills to all City of Ames residents. City Side is also posted on the City of Ames’s website and social media accounts.

4 - Public Input Methods

The AAMPO wants to ensure that the public has numerous methods to provide input on the MPO's planning documents and planning efforts. This section outlines the various strategies the MPO utilizes to provide ample opportunity for citizens and stakeholders to be involved. The AAMPO will always consider and respond to all public input received during program development and planning processes.

4.1 Public Hearings

The AAMPO Transportation Policy Committee (TPC) hosts formal public hearings for final approval of any of the core planning documents during the committee meeting. Additionally, the public is welcome to comment during TPC meetings on any of the agenda items when that item is up for discussion and is also provided an opportunity to provide comments on topics not on the agenda. Public hearing notices are published between 4 to 20 days prior to the public hearing date, per [Iowa Code 362.3](#). Typically, the MPO will publish notices one to two weeks prior to a public hearing date.

4.2 Workshops & Open Houses

Workshops and open houses are typically meetings with a series of activities aimed to be visually engaging and gather public input in the form of written, spoken, or other forms. Workshops and open houses can employ several activities such as visual preference surveys, mapping activities, discussions, and other input gathering strategies. Workshops and open houses are commonly utilized during the development of Metropolitan Transportation Plans (MTPs) but may be held during other planning efforts, as appropriate.

4.3 Surveys

Surveys may be conducted using the MPO website or by using mailings to gather input and information from a large number of citizens. The AAMPO typically conducts a Regional Transportation Survey during development of MTPs. This survey helps residents present their opinions on the current state of the transportation system and their hopes for the future of the transportation system. It also helps the MPO gather information about the public's travel characteristics and preferences.

4.4 Comments

The MPO always accepts comments from the public for any topic, whether in-person, by phone, or by email (see Section 1.5 for contact information). The MPO also monitors social media posts for any feedback. The MPO holds public comment periods for all five core planning documents. This is the opportunity when members of the public can submit their comments to MPO staff on the final draft planning document before it is finalized and brought forward for the public hearing and final approval. A public comment period is also required for any amendments to planning documents. Public comments received on the MTP and the TIP are always documented within the final version of the planning document.

4.5 Visualization Techniques

The MPO ensures that visualization techniques are incorporated into public participation activities. The MPO website and interactive web-based GIS maps may be utilized to provide another method of receiving feedback and comments. One application of this would be the ability of citizens to provide project-specific feedback on projects listed in the MTP or the TIP on an interactive GIS map.

5 - Planning Documents

This section will describe each of the five core planning documents that the MPO maintains as well as the development process for each planning document (including public participation processes).

5.1 Public Participation Plan (PPP)

The PPP details how the AAMPO involves the public and stakeholders in its transportation planning efforts. It provides public and stakeholder engagement goals and strategies that the MPO plans to implement so that all interested parties have ample opportunity to get involved with the MPO's transportation planning efforts and planning document updates. It also details how the MPO will provide easy access to relevant transportation planning information and documentation.

The PPP is required to be updated at least every five (5) years, or as needed (the MPO will periodically review the effectiveness of the procedures and strategies contained within this plan to ensure full and open participation process). The development process (shown in **Figure 3**) includes a 45-day public comment period and a public hearing. Information on the Public Participation Plan and how to sign up for the newsletter is available on the MPO website at:

https://aampo.org/about_us/public_participation.php

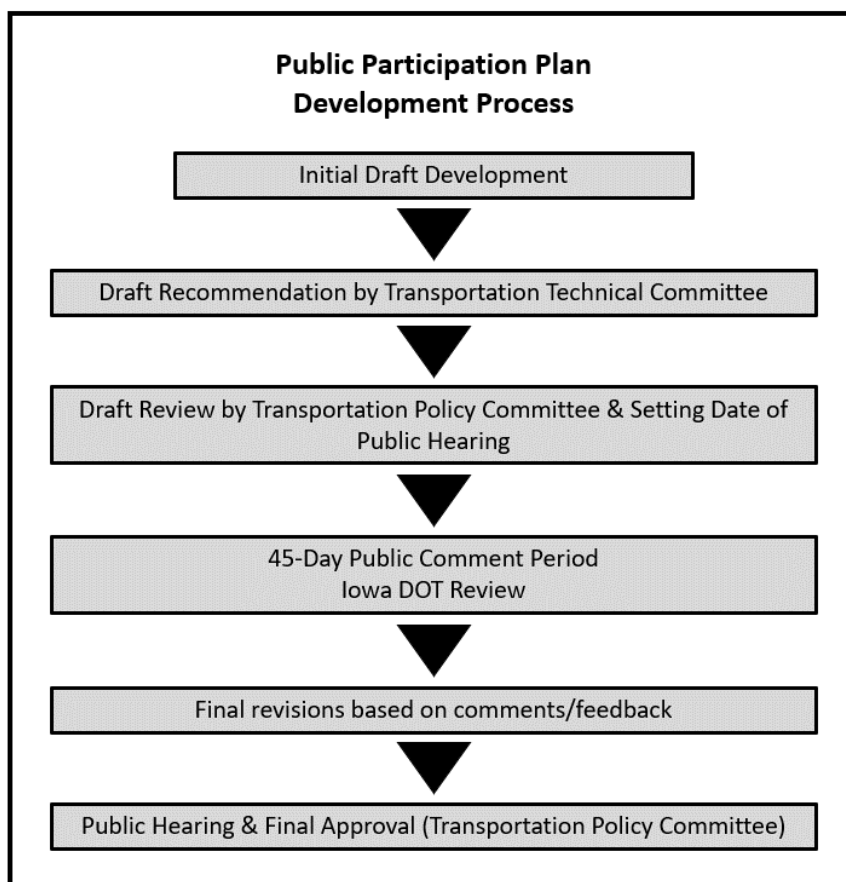


Figure 3: Public Participation Plan Development Process

5.2 Metropolitan Transportation Plan (MTP)

The Metropolitan Transportation Plan (MTP), formally known as the Long-Range Transportation Plan (LRTP), acts a framework for guiding the AAMPO's transportation investments and policy decisions over a 25-year period by identifying a regional vision for a multi-modal transportation system through stakeholder and community input. This includes developing short-term, medium-term, and long-term plans for regional project programming based upon a performance-based, community-driven approach.

The MTP is required to be updated every five (5) years. The development process for the MTP is shown in **Figure 4**. Because the MTP utilizes a community-driven planning approach, members of the public and regional stakeholders need to be involved early in the plan's development. As such, the first step is to create a Public Engagement Plan to be leveraged throughout the life of the MTP's development which details all strategies, methodologies, and processes for informing and engaging with the public and stakeholders. During review of the final draft MTP, there will be a 30-day public comment period and a public hearing on the date of final approval. Information on the Metropolitan Transportation Plan is always available on the MPO website at: <https://aampo.org/mtp.php>.

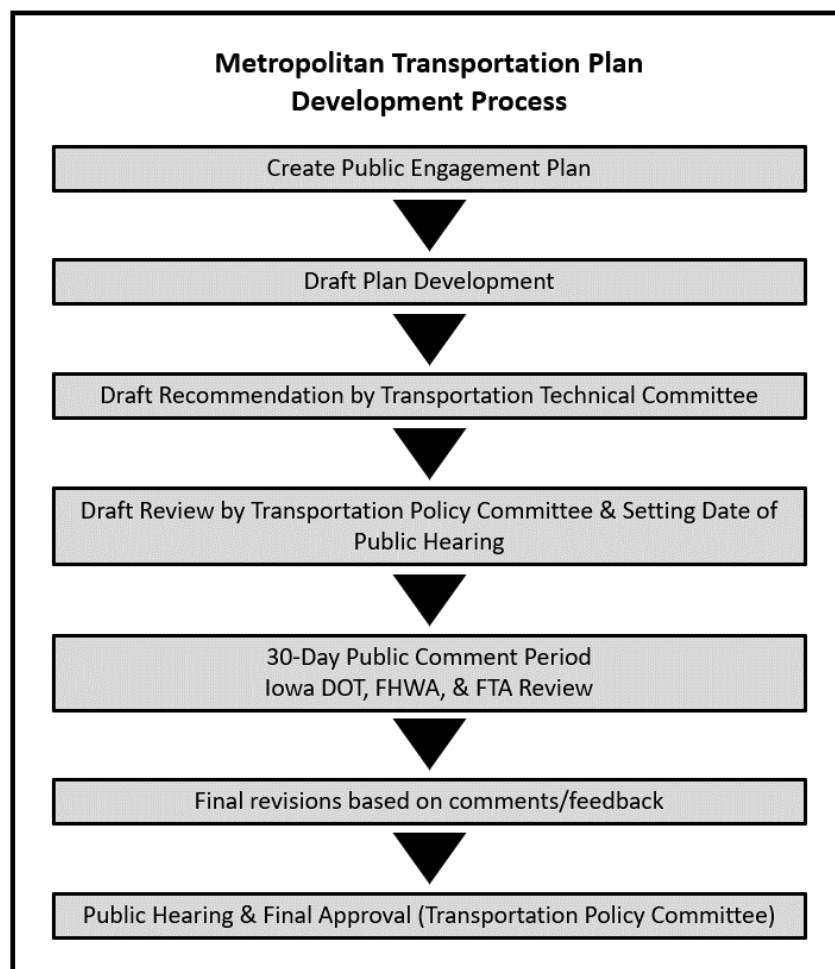


Figure 4: Metropolitan Transportation Plan Development Process

5.3 Transportation Improvement Program (TIP)

The Transportation Improvement Program is a 4-year implementation program for federally funded and regionally significant transportation projects within the Ames region. It reflects the investment priorities that are established in the MTP. Additionally, any projects funded with Section 5310 (Enhanced Mobility for Seniors and Individuals with Disabilities) funding needs to be identified previously in the Passenger Transportation Plan (PTP) prior to being programmed in the TIP. The AAMPO TIP is included in the [Statewide Transportation Improvement Program \(STIP\)](#), which is developed by the Iowa DOT.

The TIP is updated annually. The development process (shown in **Figure 5**) includes a 30-day public comment period and a public hearing. Information on the Transportation Improvement Program is always available on the MPO website at: <https://aampo.org/tip.php>.

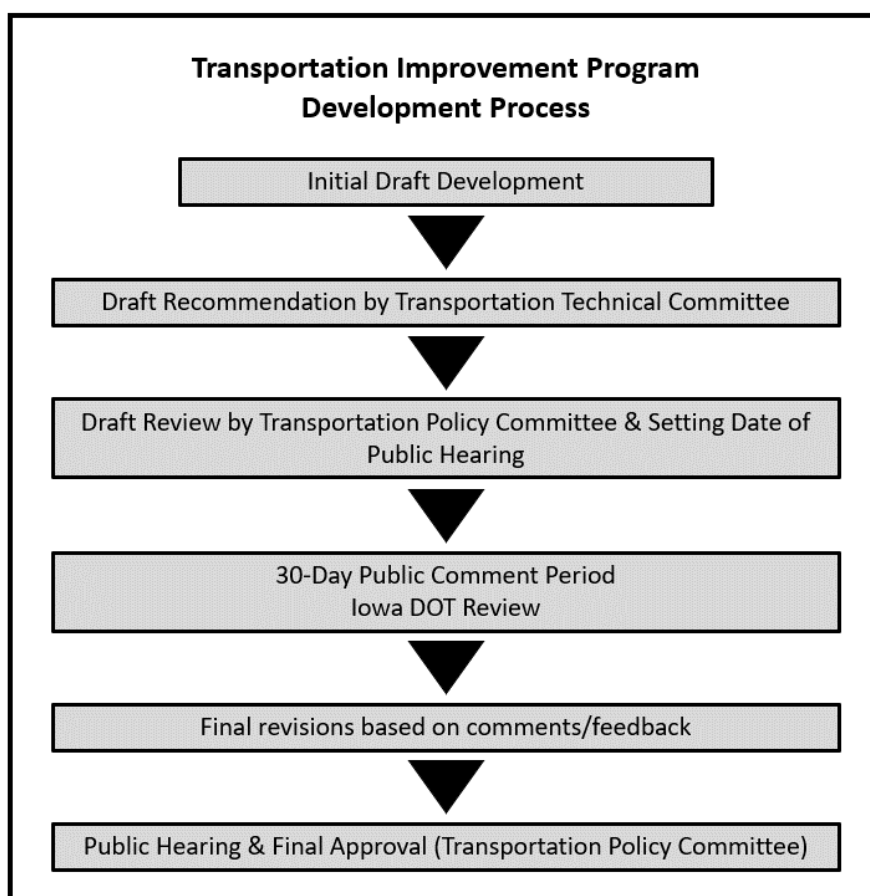


Figure 5: Transportation Improvement Program Development Process

5.4 Transportation Planning Work Program (TPWP)

The Transportation Planning Work Program (TPWP) functions as the regional work plan for the Ames Area MPO. Each TPWP covers one fiscal year and defines the anticipated work and tasks to be performed. This work is broken down into major planning activities. The document includes details on who will perform the various planning activities, the schedule for completing the activities, the resulting products and expectations of each activity, as well as the total program budget for the year (including funding amounts for each activity).

A new TPWP is developed annually, since each TPWP only covers a single fiscal year. The development process (shown in **Figure 6**) includes a 30-day public comment period and a public hearing. Information on the Transportation Planning Work Program is always available on the MPO website at:

<https://www.cityofames.org/government/aampo/tpwp>.

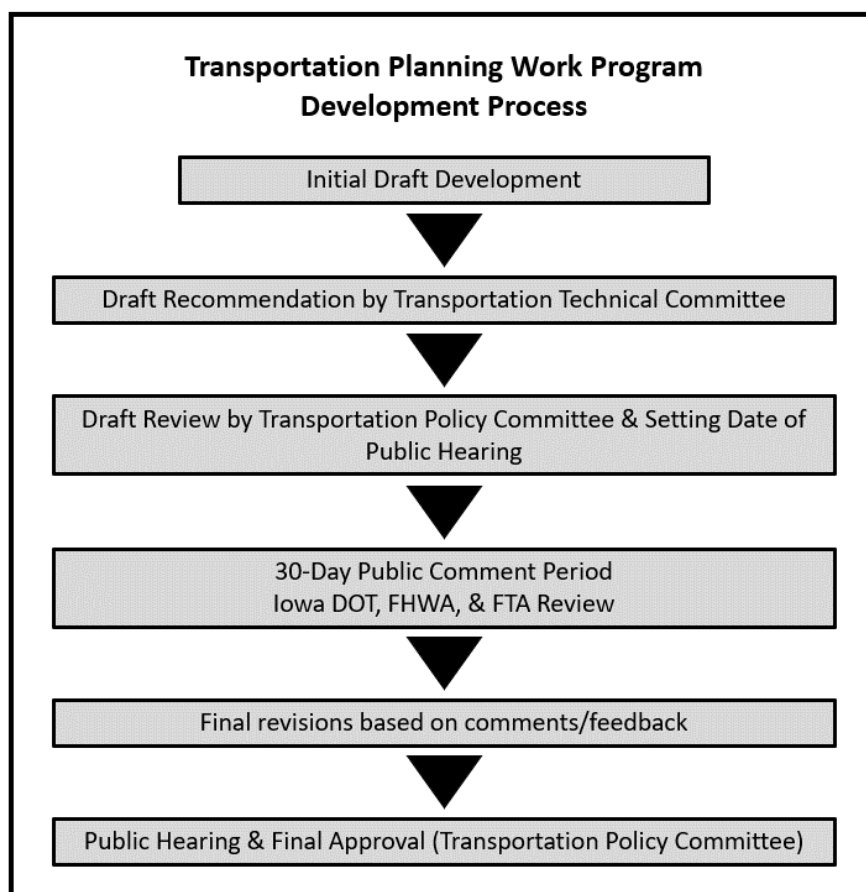


Figure 6: Transportation Planning Work Program Development Process

5.5 Passenger Transportation Plan (PTP)

The primary purpose of the Passenger Transportation Plan (PTP) is to promote joint, coordinated passenger transportation planning programs that further the development of the local and regional transportation systems. It provides key community decision makers with the knowledge of how individuals are currently being transported throughout Ames, the additional transportation needs and service requests identified, and recommended strategies or projects to overcome these needs.

A new PTP is developed every five (5) years, at a minimum, with updates as needed. Specifically, Enhanced Mobility for Seniors and Individuals with Disabilities projects or strategies need to be identified in the PTP before a project can be included in the AAMPO's TIP, which is required to obtain grant funding. The development process (shown in **Figure 7**) includes coordination with and review by the [Transportation Collaboration \(TC\) of Story County](#), which functions as the AAMPO's Transportation Advisory Group (TAG). This process also includes reviews by both the TTC and TPC. Information on the Transportation Planning Work Program is always available on the MPO website at: <https://aampo.org/ptp.php>. Additionally, the TAG group is required to have at least two meetings every fiscal year with meeting minutes submitted to the Iowa DOT annually by July 31st.

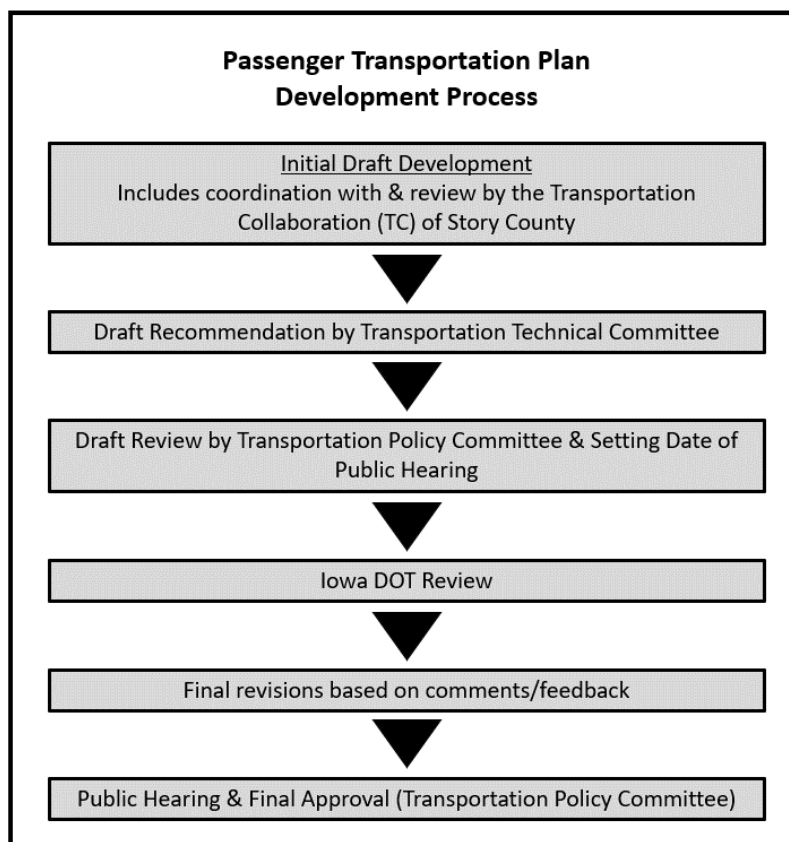


Figure 7: Passenger Transportation Plan Development Process

5.6 Amendments

While each of the core planning documents are updated under the respective time cycles, they can be amended in between updates when the need arises. Amendments are also subject to public review requirements and procedures.

The AAMPO requires that before any core planning document can be amended, the amendment must be reviewed by the Transportation Technical Committee (TTC) and the Transportation Policy Committee (TPC). Additionally, amendments to the PTP need to be reviewed by the Transportation Collaboration (TC) of Story County. A minimum of a 10-day public comment period (45 days for the PPP) must also occur prior approval of an amendment to any core planning document. A public hearing and final approval of the amendment must occur at a TPC meeting.

6 - Underserved Populations

6.1 Overview

The Ames Area MPO is committed to providing planning services across the Ames region that benefit all members of the public regardless of race, color, national origin, age, gender, income, or disability. To meet this commitment, the AAMPO follows the obligations outlined for Iowa MPOs in the state and federal regulations stated in Section 2 of this document. **Appendix C** provides an overview of regional demographic data for underserved population groups using American Community Survey (ACS) data and **Appendix D** provides a spatial overview of regional demographic data for the AAMPO relative to statewide data for underserved population groups using the EPA's [Environmental Justice Screening and Mapping Tool \(EJScreen\)](#).

6.2 Accommodations

The MPO ensures that its various meetings are held at convenient and accessible locations that are compliant with the Americans with Disabilities Act. Most MPO meetings are held at Ames City Hall, which is easily accessible via Transit as there is a CyRide bus stop on the south side of the building. There are also bike racks located at Ames City Hall. The [MPO website](#) is automatically translated into over 120 languages and features an ADA accessibility widget with the ability to convert the website into gray scale or high contrast and to convert links to yellow text or underlined. The AAMPO participates with the Story County Transportation Collaboration (conducted under the leadership of the United Way of Story County), which includes representatives from groups and organizations that share an interest in reducing transportation barriers.

During the AAMPO's [MTP updates](#), Environmental Justice (EJ) populations, including minority populations and low-income populations are identified in the MPO's region. Projects which are identified in the MTP are evaluated to see if they disproportionately adversely affect minority and low-income populations. The MPO also considers the project's beneficial and/or adverse impacts on minority and low-income populations when developing, evaluating, and prioritizing projects in the MTP.

When evaluating [AAMPO grant program](#) project applications for inclusion in the [TIP](#), one criterion evaluated is the "Impact on high-need areas and disadvantaged populations." For the STBG & CRP programs, this criterion is worth 10% of the final project application score. For the TAP program, this criterion is worth 15% of the final project application score.

6.3 Limited-English Proficiency Plan

The AAMPO develops and maintains a separate [Limited-English Proficiency \(LEP\) Plan](#). This plan helps ensure that individuals with limited English proficiency have access to the MPO's various transportation documents and planning processes. Within this plan, areas within the Ames region with limited English proficiency are identified. As recommended by the U.S. DOT, the LEP Plan follows the four-factor analysis process. Those four factors are:

1. The number or proportion of persons with limited English proficiency who are eligible to be served or likely to be encountered by MPO services and programs.
2. The frequency with which persons with limited English proficiency come into contact with MPO services and programs.
3. The nature and importance of the MPO's services and programs in people's lives.
4. The resources available to the MPO for outreach to persons with limited English proficiency, as well as the costs associated with the outreach.

The City of Ames and CyRide, which staff the AAMPO, also maintains their own respective LEP Plans:

- [City of Ames LEP Plan](#)
- [CyRide LEP Plan](#)

6.4 Complaint Procedures

Any person wishing to file a formal discrimination complaint may do so by completing the Title VI Complain form. This form can be accessed [online](#) on the Title VI page of the AAMPO website or by contacting the MPO. More information on the complaint form and process can be found on the website. This complaint form should be returned to the MPO's current Title VI Civil Rights Coordinator, who's contact information is identified on both the form and online.

Appendix A – List of Acronyms

Acronym	Definition
AAMPO	Ames Area Metropolitan Planning Organization
ADA	American Disabilities Act
ACS	American Community Survey
CIRTPA	Central Iowa Regional Transportation Planning Alliance
CRP	Carbon Reduction Program
DMAMPO	Des Moines Area Metropolitan Planning Organization
DOT	Department of Transportation
EJ	Environmental Justice
EMS	Emergency Medical Services
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
ISU	Iowa State University
ITS	Intelligent Transportation System
LEP	Limited English Proficiency
LRTP	Long-Range Transportation Plan
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
PPP	Public Participation Plan
PTP	Passenger Transportation Plan
RPA	Regional Planning Affiliation
STBG	Surface Transportation Block Grant
STIP	Statewide Transportation Improvement Program
TAG	Transportation Advisory Group
TAP	Transportation Alternatives Program (TA Set-Aside)
TC	Transportation Collaboration

TIP	Transportation Improvement Program
TPC	Transportation Policy Committee
TPWP	Transportation Planning Work Program
TTC	Transportation Technical Committee

Appendix B – List of MPO Stakeholders & Public Groups

The AAMPO communicates with a wide variety of stakeholders so that feedback throughout the MPO's various planning processes is comprehensive and properly reflects community values. The following stakeholders are identified as primary targets for key messages and communications on MPO planning activities and planning document updates.

1. Local, State, & Federal Government Agencies

- Ames Transit Agency (CyRide)
- Boone County
- City of Ames
- City of Gilbert
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Iowa Department of Transportation (DOT)
- Iowa State University (ISU)
- Story County

Note: The AAMPO maintains a joint planning agreement with the Iowa DOT. This joint planning agreement is updated and renewed annually as a part of the TPWP development process.

2. Local & Regional Transportation Groups & Agencies

- Ames Area Running Club
- Ames Bicycle Coalition
- Ames Kidical Mass
- Ames Velo
- Central Iowa Bicycle-Pedestrian Roundtable
- Central Iowa Regional Transportation Planning Alliance (CIRTPA)
- Des Moines Area MPO (DMAMPO)
- Iowa Bicycle Coalition

3. Local, Community, & Development Groups/Organizations

- Ames Chamber of Commerce
- Ames Convention and Visitors Bureau
- Ames Economic Development Commission
- Ames Historical Society
- Ames Home Builders Association
- Ames School District
- Campustown Action Association
- Downtown Ames

- First Responders (Police, Fire, EMS)
- Gilbert School District
- Hospitals
- Iowa State University Student Government
- Local Developers
- Neighborhood Associations & Groups

4. Advocacy Groups for disadvantaged, minority groups, and limited English-speaking individuals

- Story County Transportation Collaboration (United Way of Story County)
- Engaging International Spouses (EIS) – YWCA Ames
- Human Service Organizations (previous Story County Human Service Council, no longer formal group)
- International Students & Scholars (ISS)
- Intensive English & Orientation Program

Appendix C – ACS Demographic Data Tables

The following tables summarize demographic data for all census tracts located partially or wholly within the AAMPO's boundary. Five-year data (2018-2022) was obtained at the census tract level from the 2022 American Community Survey (ACS) dataset, available at <https://data.census.gov>.

Table 1: Overview of Reported Disability Status

Disability	Population	Percentage
Hearing Difficulty	1,901	2.2%
Vision Difficulty	963	1.1%
Cognitive Difficulty	2,791	3.2%
Ambulatory Difficulty	2,097	2.4%
Self-Care Difficulty	917	1.1%
Independent Living Difficulty	1,941	2.3%
DISABILITY REPORTED	6,502	7.5%
NO DISABILITY REPORTED	79,652	92.5%

Source: 2018-2022 ACS Data

Table 2: Overview of Poverty Status

Poverty Status	Population	Percentage
Below Poverty Level	15,397	22.6%
Above Poverty Level	52,676	77.4%

Source: 2018-2022 ACS Data

Table 3: Overview of Population by Race

Race Category	Population	Percentage
White	65,489	78.8%
Black or African American	2,285	2.8%
Asian	7,066	8.5%
Hispanic or Latino	3,013	3.6%
Some Other Race	1,559	1.9%
Two or More Races	3,657	4.4%
WHITE	65,489	78.8%
NON-WHITE	17,580	21.2%

Source: 2018-2022 ACS Data

Table 4: Overview of Population by Age Group

Age Group	Population	Percentage
≤ 19	20,000	25.0%
20-34	31,042	38.8%
35-54	12,660	15.8%
55-64	6,681	8.3%
≥ 65	9,673	12.1%
LESS THAN 65	70,383	87.9%
GREATER THAN OR EQUAL TO 65	9,673	12.1%

Source: 2018-2022 ACS Data

Table 5: Abbreviated Overview of Language Populations

Category	Population	Percentage
Speak only English	66,757	86.7%
Speak English "very well"	6,886	8.9%
Speak English less than "very well"	3,394	4.4%
TOTAL	77,037	100.0%

Source: 2018-2022 ACS Data

Table 6: Breakdown of Language Group Populations

Category	Population	Percentage
Total:	77,037	100.0%
Speak only English	56,757	86.7%
Spanish:	1,491	1.9%
Speak English "very well"	1,245	1.6%
Speak English less than "very well"	246	0.3%
French, Haitian, or Cajun:	154	0.2%
Speak English "very well"	144	0.2%
Speak English less than "very well"	10	0.0%
German or other West Germanic languages:	465	0.6%
Speak English "very well"	433	0.6%
Speak English less than "very well"	32	0.0%
Russian, Polish, or other Slavic languages:	307	0.4%
Speak English "very well"	251	0.3%
Speak English less than "very well"	56	0.1%
Other Indo-European languages:	2,024	2.6%
Speak English "very well"	1,663	2.2%
Speak English less than "very well"	361	0.5%
Korean:	710	0.9%
Speak English "very well"	256	0.3%
Speak English less than "very well"	454	0.6%
Chinese (incl. Mandarin, Cantonese):	2,550	3.3%
Speak English "very well"	1,026	1.3%
Speak English less than "very well"	1,524	2.0%
Vietnamese:	504	0.7%
Speak English "very well"	229	0.3%
Speak English less than "very well"	275	0.4%
Tagalog (incl. Filipino):	349	0.5%
Speak English "very well"	309	0.4%
Speak English less than "very well"	40	0.1%
Other Asian and Pacific Island languages:	1,030	1.3%
Speak English "very well"	820	1.1%
Speak English less than "very well"	210	0.3%
Arabic:	217	0.3%
Speak English "very well"	198	0.3%
Speak English less than "very well"	19	0.0%
Other and unspecified languages:	479	0.6%
Speak English "very well"	312	0.4%
Speak English less than "very well"	167	0.2%

Source: 2018-2022 ACS Data

Appendix D – EJScreen Spatial Data

To better meet their responsibilities related to the protection of public health and the environment, the EPA developed a new environmental justice (EJ) mapping and screening tool called [EJScreen](#). This tool draws from nationwide data and combines environmental and demographic data indicators in both maps and reports. When generating maps, the EJScreen tool utilizes recent ACS demographic data at the Census Block Group level (the finest level of detail that Census data is publicly shared).

The AAMPO used EJScreen to generate socioeconomic data maps for its planning area based upon State of Iowa percentiles. Maps for the following socioeconomic indicators were generated (descriptions for each factor are taken directly from the EPA's website at this [link](#)):

- Demographic Index
 - The demographic index in EJScreen is a combination of percent low-income and percent minority, the two socioeconomic factors that were explicitly named in Executive Order 12898 on Environmental Justice. For each Census block group, these two numbers are simply averaged together. The formula is as follows: demographic index = (% people of color + % low-income) / 2.
- People of Color
 - The percent of individuals in a block group who list their racial status as a race other than white alone and/or list their ethnicity as Hispanic or Latino. That is, all people other than non-Hispanic white-alone individuals. The word "alone" in this case indicates that the person is of a single race, not multiracial.
- Low Income
 - Percent of individuals whose ratio of household income to poverty level in the past 12 months was less than 2 (as a fraction of individuals for whom ratio was determined).
- Unemployment Rate
 - All those who did not have a job at all during the reporting period, made at least one specific active effort to find a job during the prior 4 weeks, and were available for work (unless temporarily ill).
- Limited English Speaking
 - Percent of households in which no one age 14 and over speaks English "very well" or speaks English only (as a fraction of households).
- Over Age 64
 - Percent of individuals over age 64 as a fraction of the population.

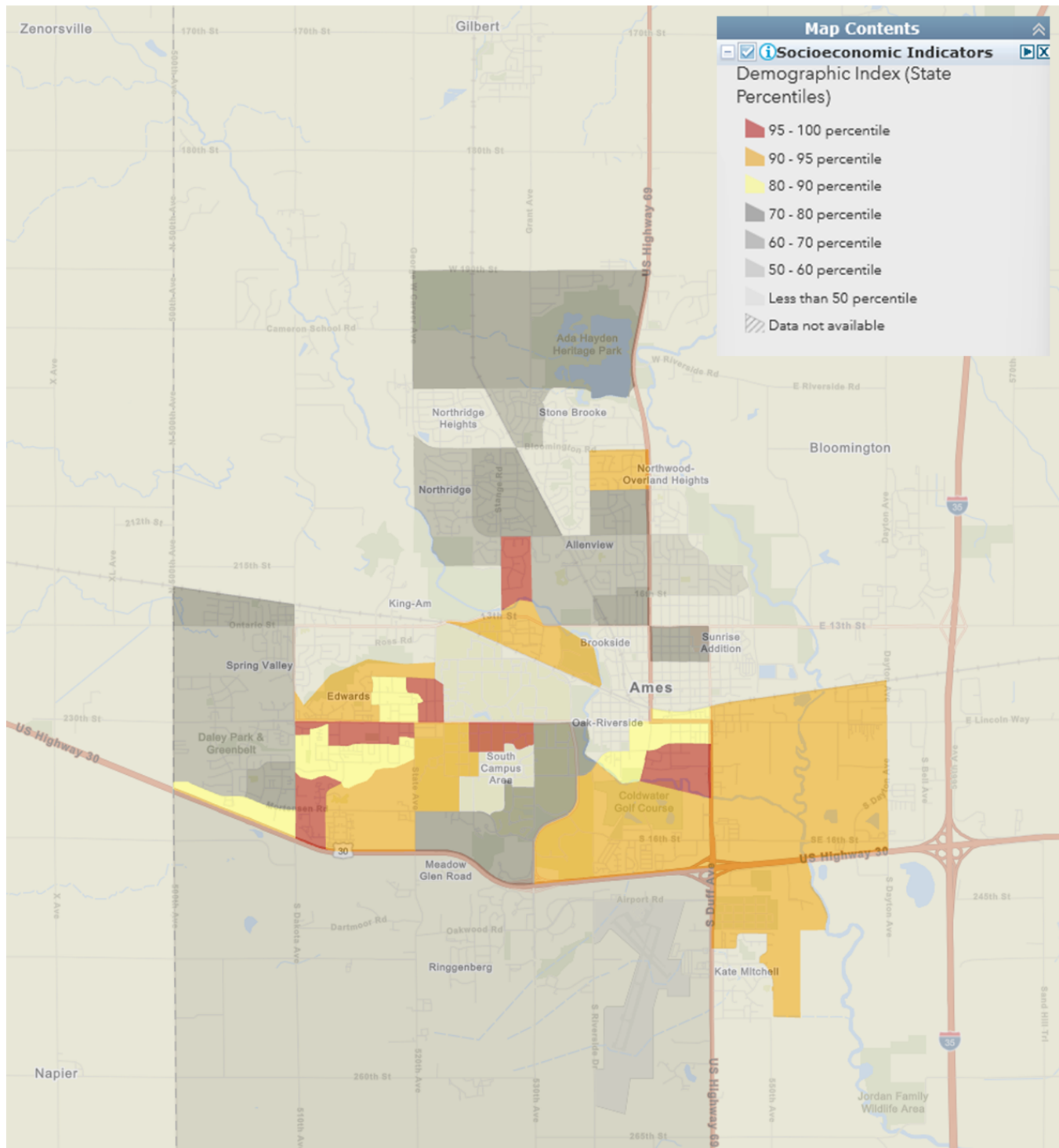


Figure 8: *Demographic Index Data Map*

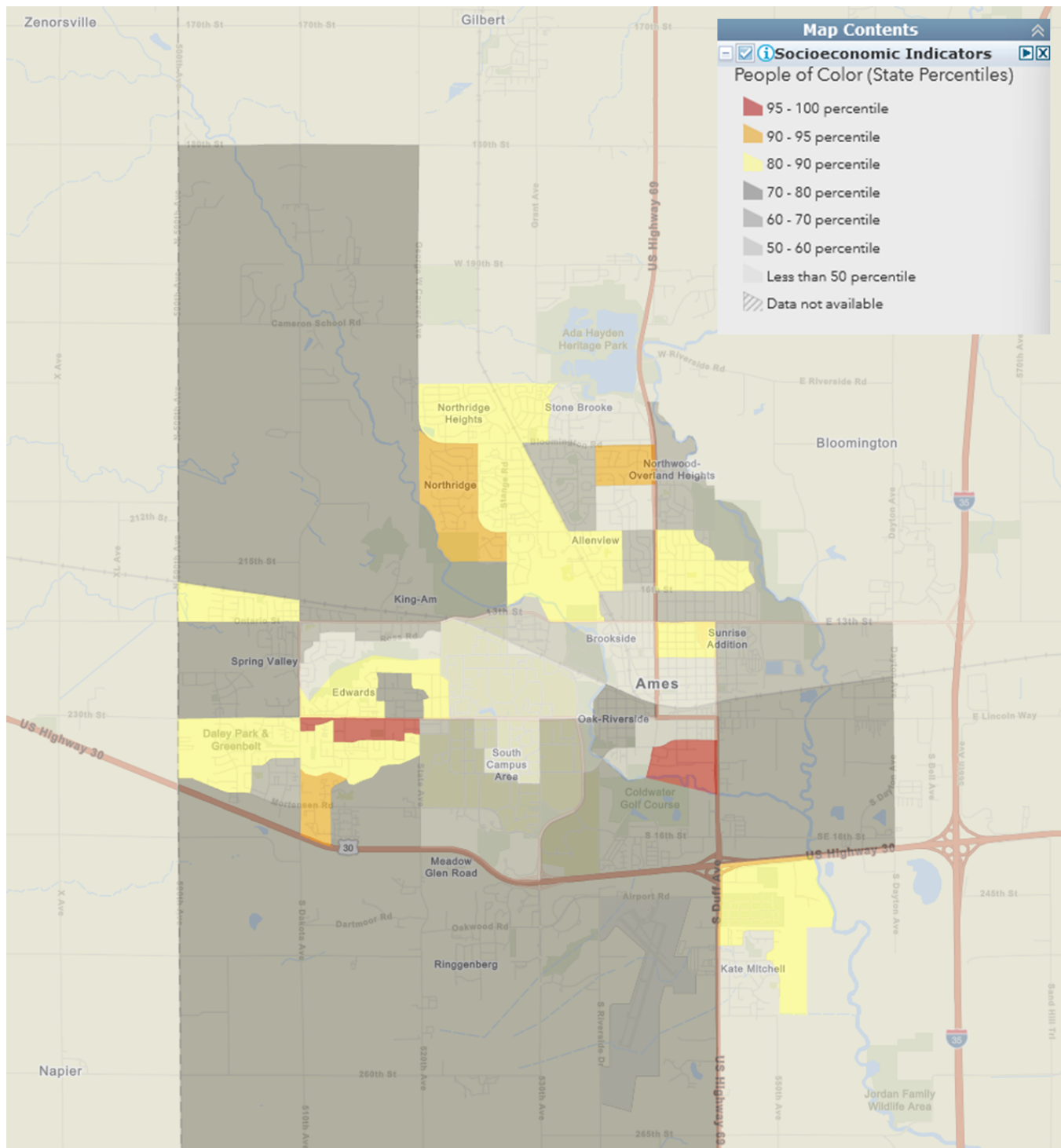


Figure 9: *People of Color Data Map*

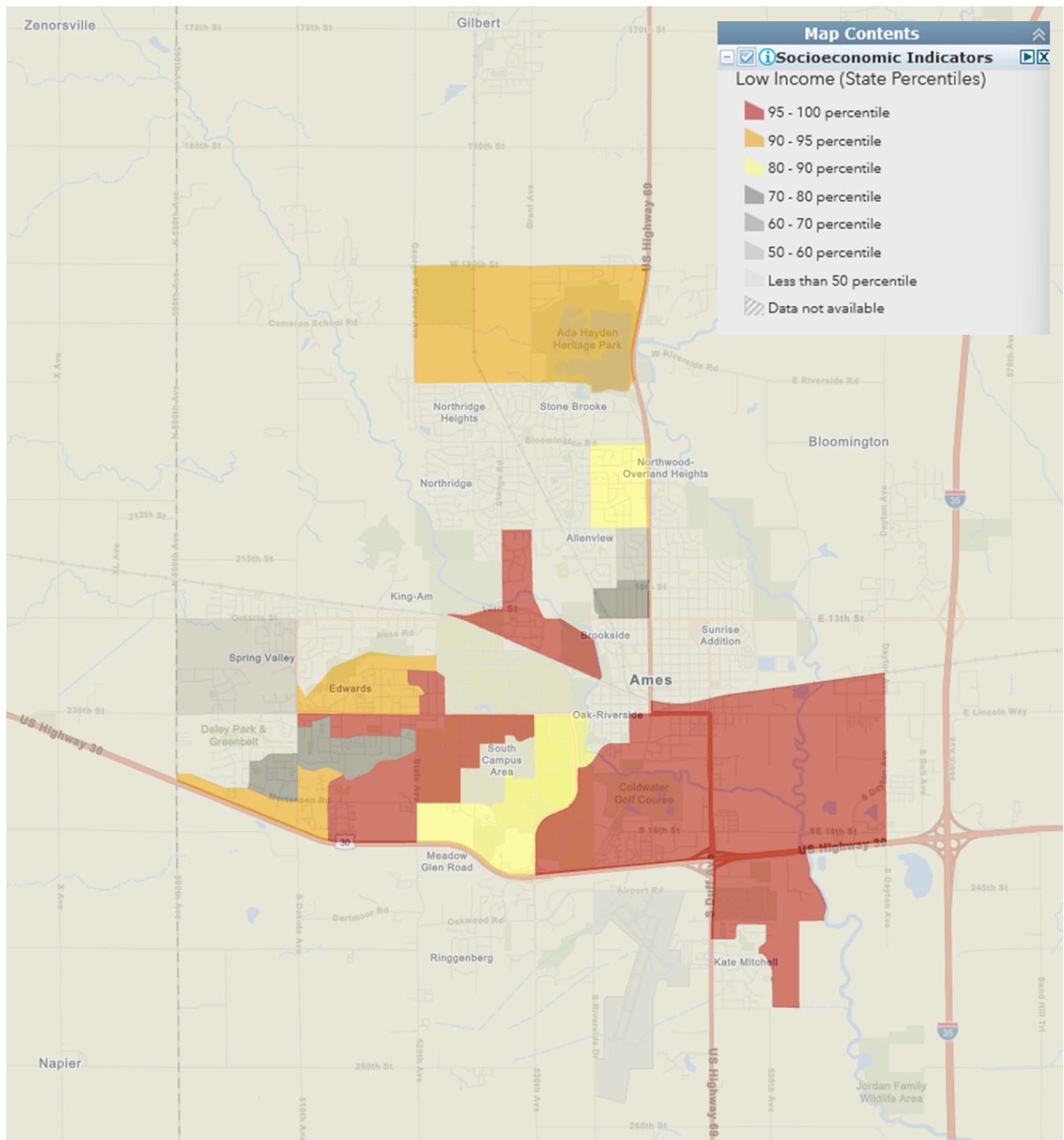


Figure 10: Low Income Data Map

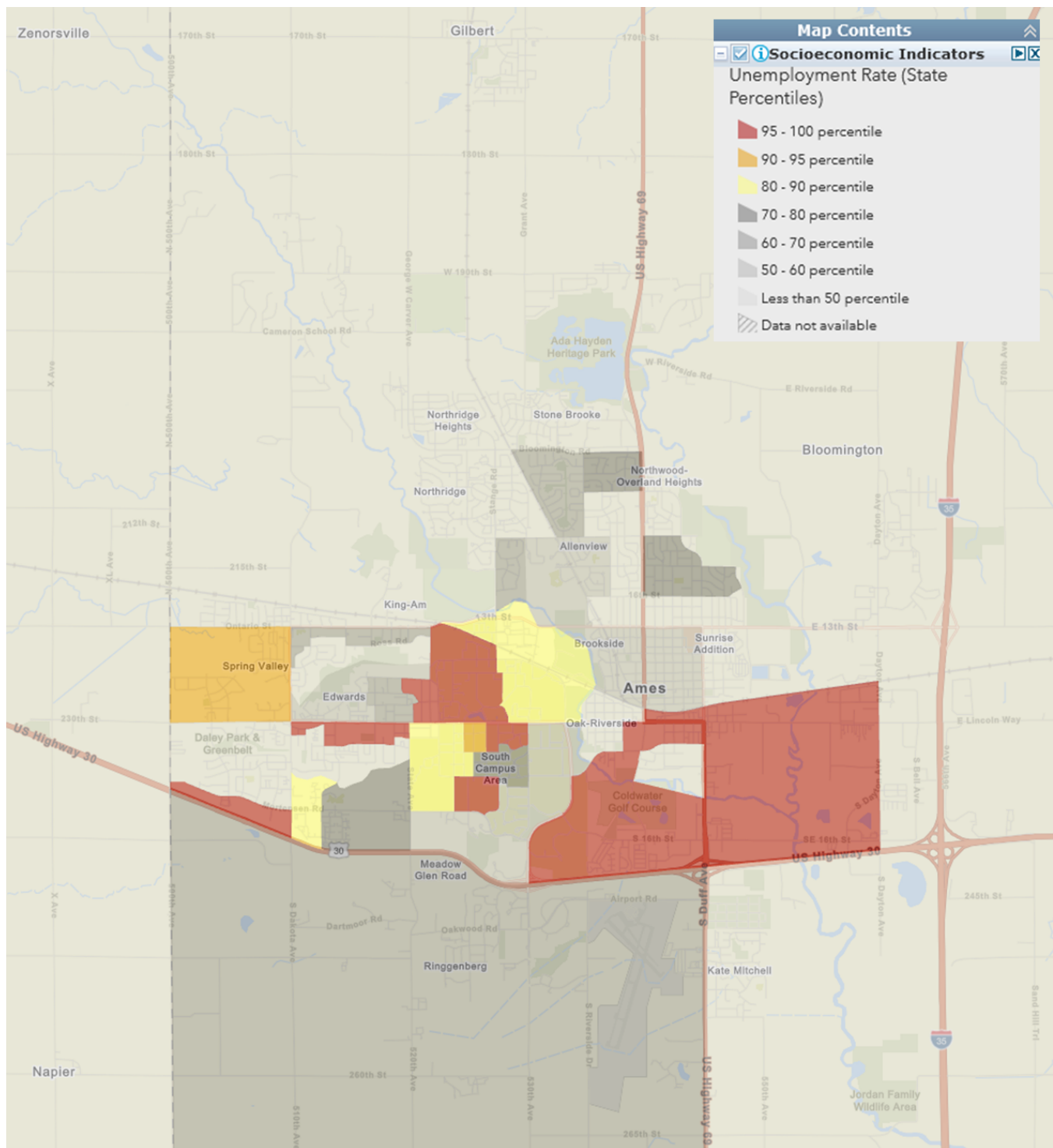


Figure 11: *Unemployment Rate Data Map*

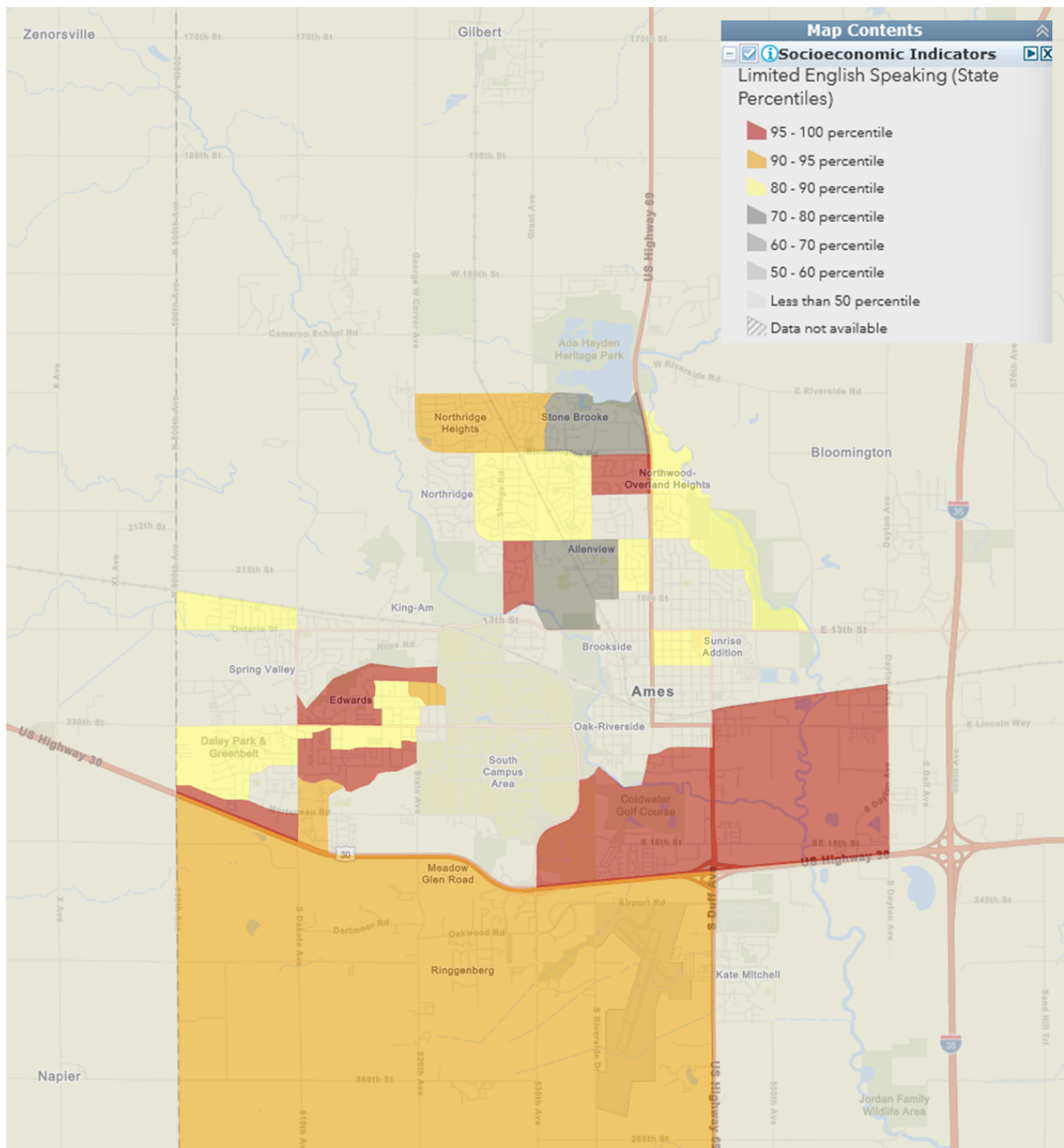


Figure 12: Limited English Speaking Data Map

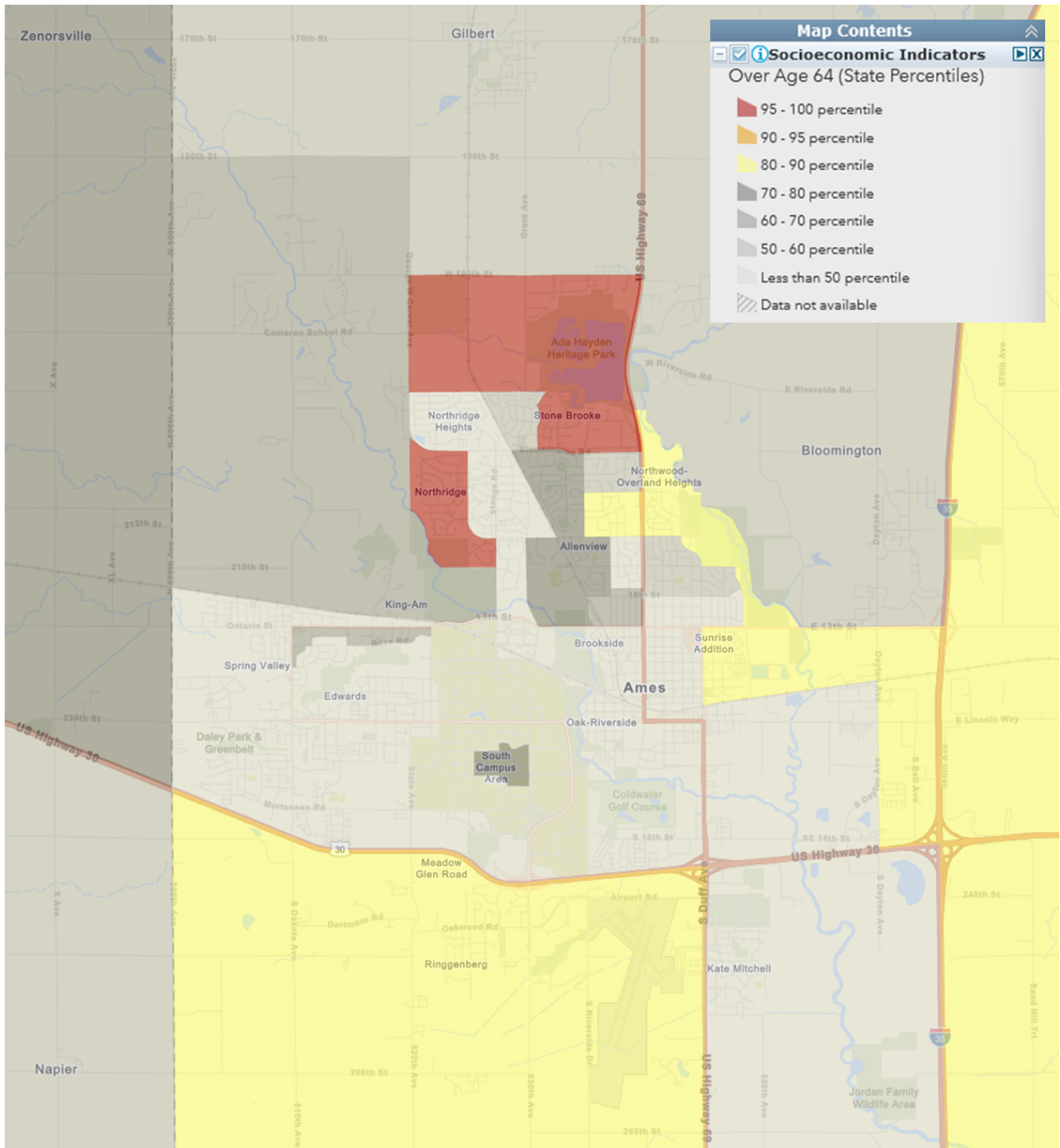


Figure 13: Over Age 64 Data Map

ITEM #: 3
DATE: 05-28-24
DEPT: AAMPO

TRANSPORTATION POLICY COMMITTEE ACTION FORM

SUBJECT: **DRAFT FEDERAL FISCAL YEAR 2025-2028 TRANSPORTATION
IMPROVEMENT PROGRAM**

BACKGROUND:

To receive funds for transportation improvement projects, it is necessary for projects to be part of the approved state-wide plan. The initial step in this process is for the Ames Area MPO (AAMPO) to develop a Transportation Improvement Plan (TIP). The TIP includes four years of programming, and a new TIP is created annually. Projects included in the TIP involve roadway improvements, transit projects, planning activities, and trail projects. The FFY 2025-2028 TIP (see **Attachment A**) was prepared following published Iowa Department of Transportation (DOT) guidelines and is fiscally constrained based on funding targets provided by the Iowa DOT.

During annual TIP updates, the AAMPO solicits applications to receive MPO funding. In spring 2024, the AAMPO distributed notice of funding opportunities (NOFOs) and grant applications for the Surface Transportation Block Grant (STBG) program, the Transportation Alternatives Program (TAP), and the Carbon Reduction Program (CRP). Applications were due on March 31, 2024. **The MPO received four (4) applications and they were scored by MPO staff using the criteria established in the NOFOs (see pages 13-15). The following table summarizes the applications received, the application score, and the recommendation for the award of MPO funds:**

Sponsor	Description	Program	FFY	Amount	Score	Award Funds?
CyRide	Vehicle Replacement (Electric Bus)	STBG	2028	\$400,000	92	Yes
City of Ames	Sixth Phase Deployment (Ames ITS Master Plan)	CRP	2027	\$235,000	90	Yes
City of Ames	Fifth Phase Deployment (Ames ITS Master Plan)	CRP	2026	\$700,000	88	Yes
City of Ames	Duff Ave (6 th St – 13 th St) & E 13 th St (Dayton Ave – McCormick Ave)	STBG	2028	\$1,800,000	62	Yes

MPO staff reviewed the received applications to ensure conformity to the 2045 Metropolitan Transportation Plan (MTP) and regional transportation planning goals and recommends fully awarding the requested amounts for all received project applications.

The AAMPO also received a request from CyRide (see Appendix E) to increase the amount of previously awarded STBG funding by \$152,050 for the following projects as shown:

TPMS ID	Funding Program	Description	FFY	Previous STBG Award	Requested STBG Amount
48396	STBG	CyRide: Vehicle Replacement	2025	\$225,000	\$377,050
52480	STBG	CyRide: Vehicle Replacement	2026	\$225,000	\$377,050
53499	STBG	CyRide: Vehicle Replacement	2027	\$225,000	\$377,050

This request was made due to the dramatic increase in the cost of battery electric buses. As such, staff recommends approving this request and incorporating the subsequent funding increases in the TIP.

A map and full list of programmed projects included in the TIP can be seen starting on page 22 (highway/trail projects) and page 26 (transit projects) in the attached TIP document.

After review and approval by the Transportation Policy Committee, the draft program will undergo a 30-day public comment period. During this time, the Iowa DOT will also review the draft program. Once final feedback is received and incorporated into the TIP, the final program will be presented to the Transportation Policy Committee again for public hearing and final approval on July 9, 2024.

ALTERNATIVES:

1. Approve the Draft FFY 2025-2028 Transportation Improvement Program and set July 9, 2024, as the date of public hearing.
2. Modify the Draft FFY 2025-2028 Transportation Improvement Program and set July 9, 2024, as the date of public hearing.

MPO DIRECTOR'S RECOMMENDED ACTION:

The Transportation Technical Committee has reviewed the FFY 2025-2028 Transportation Improvement Program and unanimously recommends approval. This plan was developed by staff in accordance with state and federal guidelines. All programmed projects conform with the 2045 Metropolitan Transportation Plan. Therefore, it is the recommendation of the MPO Executive Director that the Transportation Policy Committee adopt Alternative No. 1, as noted above.

ATTACHMENT(S):

[Attachment A - Draft FFY 2025-2028 TIP.pdf](#)

DRAFT

FFY 2025-2028

Transportation Improvement Program



Ames Area
MPO

The Ames Area Metropolitan Planning Organization prepared this report with funding from the U.S. Department of Transportation's Federal Highway Administration and Federal Transit Administration, and in part through local matching funds of the Ames Area MPO member governments. These contents are the responsibility of the Ames Area MPO. The U.S. government and its agencies assume no liability for the contents of this report or for the use of its contents. The Ames Area MPO approved this document on July 9, 2024. Please call (515) 239-5160 to obtain permission to use.

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1 - Introduction

1.1 Document Overview

The Federal Fiscal Year 2025 - 2028 Transportation Improvement Program (TIP) is the short-range implementation program for federally funded and regionally significant transportation projects. The TIP is a requirement of [23 CFR 450.326](#) for metropolitan planning organizations to develop a program, covering at least four years, which reflects the investment priorities established in the metropolitan transportation plan. The Ames Area Metropolitan Planning Organization (AAMPO) develops a new TIP annually in coordination with the Iowa Department of Transportation (DOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the City of Ames, the City of Gilbert, Story County, Boone County, Ames Transit Agency (CyRide), other local agencies and stakeholders, as well as the public. The AAMPO's TIP is included in the Iowa DOT's Statewide Transportation Improvement Program (STIP).

1.2 AAMPO Overview and Planning Area

AAMPO was officially designated the MPO of the Ames urbanized area by the Governor of Iowa in March 2003. This designation was the result of the Ames urbanized area having a population greater than 50,000 in the 2000 Census. As a result of the 2010 Census, the urbanized areas of Ames and Gilbert were combined into one urbanized area, therefore requiring the Metropolitan Planning Area Boundary be expanded to encompass this area in its entirety. The current boundary, a result of the 2020 Census and urban area adjustment, was adopted by the AAMPO on January 23, 2024 (shown in **Figure 1**).

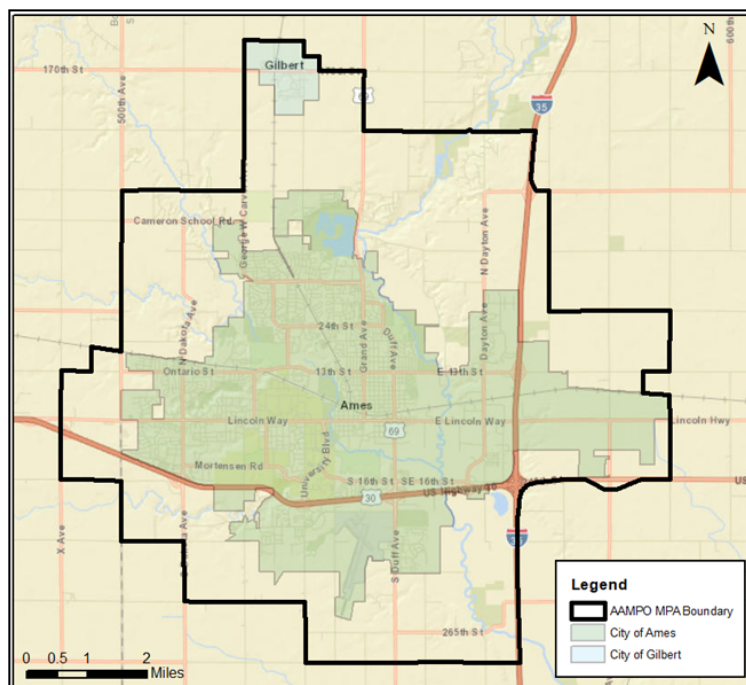


Figure 1: AAMPO Boundary (Adopted Jan 23, 2024)

The AAMPO provides and coordinates various transportation planning and improvement efforts throughout the Ames urban area and consists of two standing committees: The Transportation Policy Committee and the Transportation Technical Committee.

1.3 Transportation Policy Committee

The Transportation Policy Committee (TPC) is the governing body of the AAMPO, and its membership consists of representatives from AAMPO member agencies. Currently, the TPC membership includes the City of Ames, City of Gilbert, Ames Transit Agency (CyRide), Boone County, and Story County. The Iowa Department of Transportation, Federal Highway Administration, Federal Transit Administration, and Iowa State University have advisory, non-voting, representatives.

Transportation Policy Committee Membership		
<i>Representative Agency</i>	<i>Member</i>	<i>Representative Agency Role</i>
City of Ames (Chair)	John Haila	Mayor
City of Ames	Gloria Betcher	Council Member
City of Ames	Tim Gartin	Council Member
City of Ames	Anita Rollins	Council Member
City of Ames	Rachel Junck	Council Member
City of Ames	Bronwyn Beatty-Hansen	Council Member
City of Ames	Amber Corrieri	Council Member
Boone County	Bill Zinnel	Board of Supervisors
Story County	Linda Murken	Board of Supervisors
Ames Transit Agency (CyRide)	Vacant	CyRide Board Member
City of Gilbert	Jonathan Popp	Mayor
Iowa Dept. of Transportation ‡	Shelby Ebel	District 1 Transportation Planner
Federal Highway Administration ‡	Dakin Schultz	Iowa Division Planning Program Manager
Federal Transit Administration ‡	Daniel Nguyen	Region VII Community Planner
Iowa State University ‡	Brandi Latterell	Director for Planning Services

‡ Non-voting

1.4 Transportation Technical Committee

The Transportation Technical Committee (TTC) serves as the primary advisory body to the TPC, and its membership consists of technical personnel from various regional agencies involved in transportation planning efforts and transportation project programming within the AAMPO planning area. Currently, the TTC membership includes the City of Ames, City of Gilbert, Ames Transit Agency (CyRide), Boone County, Story County, Iowa State University, Ames Community School District, Gilbert Community School District, and the Ames Economic Development Commission. The Iowa Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration have advisory, non-voting, representatives.

Transportation Technical Committee Membership		
Representative Agency	Member	Representative Agency Role
City of Ames (Chair)	Damion Pregitzer	Traffic Engineer
City of Ames (Vice-Chair)	Justin Moore	Planner
City of Ames	Kelly Diekmann	Director of Planning & Housing
City of Ames	Tracy Peterson	Municipal Engineer
City of Ames	Justin Clausen	Operations Manager
City of Ames	Mark Gansen	Civil Engineer II
City of Ames	Joshua Thompson	Parks & Facilities Superintendent
City of Gilbert	Scott Williams	City Engineer (<i>Strand Associates</i>)
Ames Transit Agency (CyRide)	Barbara Neal	Transit Director
Iowa State University	Sarah Lawrence	Campus Planner
Iowa State University	Angie Solberg	Facilities Project Manager
Boone County	Jonathan Bullock	County Engineer
Story County	Darren Moon	County Engineer
Ames Community School Dist.	Gerry Peters	Facilities Director
Gilbert Community School Dist.	Trent Becker	Transportation Manager
Ames Economic Development Commission	Greg Piklapp	Director Econ. Outreach & Gov. Relations
Iowa Dept. of Transportation ‡	Shelby Ebel	District 1 Transportation Planner
Federal Highway Administration ‡	Dakin Schultz	Iowa Division Planning Program Manager
Federal Highway Administration ‡	Sean Litteral	Planning and Development Team Leader
Federal Transit Administration ‡	Daniel Nguyen	Region VII Community Planner

‡ Non-voting

2 - Public Participation

This document was developed in coordination with AAMPO member agencies, regional stakeholders, and members of the public using the process described in the AAMPO's [Public Participation Plan](#). This process includes strategies to disseminate information about the project selection process and provides opportunities for interested parties to provide information to the policy committee.

2.1 Website

The AAMPO utilizes its website at www.aampo.org to make documents, maps, and other materials accessible anytime of any day in a format that is adaptable to mobile devices and website text which can be translated into any language available through translation services. There is a subpage of the website dedicated to the [Transportation Improvement Program](#). Here, both current and past versions of Transportation Improvement Programs can be found, and public meetings and comment opportunities are posted.

2.2 Outreach

The AAMPO uses its [newsletter](#) to notify everyone who has signed up to receive updates from the MPO of TIP-related public meetings, public comment periods, and documents. Additionally, the AAMPO utilizes local publications, such as the Ames Tribune, to publicize public input opportunities and public hearing dates.

2.3 Public Involvement Opportunities

There were three primary opportunities for public involvement and feedback including:

- **Public Input Session:** A public input session provided members of the public the opportunity to drop-in to view projects, meet with staff, and leave comments on the proposed program. The event, hosted on May 29, 2024, was held virtually via Microsoft Teams. No formal presentation was given allowing for visitors to come and go at any time during the event.
- **Public Comment Period:** A public comment period was made available from May 29, 2024, to June 30, 2024. The draft TIP document was made available online and members of the public could submit their comments on the draft document or listed projects via email or via mail. Public comments received by staff are shown in **Appendix F**.
- **Public Hearing:** During the July 9, 2024, Transportation Policy Committee meeting, a public hearing was held prior to final adoption of this TIP. This hearing provided time for anyone to address the committee prior to consideration and adoption of the TIP. Transportation Policy Committee meetings are currently livestreamed on Ames Channel 12 and on [YouTube](#).

3 - Performance-Based Planning

3.1 Overview

With the passage of the Bipartisan Infrastructure Law ([BIL](#)), states and MPOs continue to be required to use performance-based transportation planning practices. MPO TIPs are required to document compliance with each of the following performance-based planning target categories: roadway safety (PM1), pavement and bridge (PM2), system and freight reliability (PM3), transit asset management, and transit safety.

3.2 Safety (PM1)

Rather than setting its own safety targets, the Ames Area MPO has chosen to support the Iowa DOT’s safety targets as published in the most recent Iowa Highway Safety Improvement Program Annual Report (see **Table 1**). The MPO supports those targets by reviewing and programming all Highway Safety Improvement Program (HSIP) projects within the MPO boundary that are included in the DOT’s Transportation Improvement Program.

Any Iowa DOT sponsored HSIP projects within the MPO area were selected based on the strategies included in the Strategic Highway Safety Plan and safety performance measures and were approved by the Iowa Transportation Commission. The Iowa DOT coordinated with the Ames Area MPO, as part of its target setting process. Working in partnership with local agencies, Iowa DOT safety investments were identified and programmed which will construct effective countermeasures to reduce traffic fatalities and serious injuries. The Iowa DOT projects chosen for HSIP investment are based on crash history, roadway characteristics, and the existence of infrastructure countermeasure that can address the types of crashes present. The Iowa DOT continues to utilize a systemic safety improvement process rather than relying on “hot spot” safety improvements.

Table 1: Safety (PM1) Targets (adopted by the AAMPO on 01/23/24)

Performance Measure	Five Year Rolling Averages	
	2018-2022 Baseline	2020-2024 Target
Number of Fatalities	338.6	352.6
Fatality Rate – per 100 million VMT	1.036	1.080
Number of Serious Injuries	1,363.2	1,419.8
Serious Injury Rate – per 100 million VMT	4.166	4.344
Non-Motorized Fatalities and Serious Injuries	136.4	138.2

*Rates are per 100 million vehicle miles traveled (VMT)

3.3 Pavement and Bridge (PM2)

Rather than setting its own pavement and bridge targets, the Ames Area MPO has chosen to support the Iowa DOT’s pavement and bridge targets as submitted in the most recent performance report (see **Table 2**). The MPO supports those targets by reviewing and programming all Interstate and National High

way System projects within the MPO boundary that are included in the DOT's Transportation Improvement Program.

Any Iowa DOT sponsored pavement and bridge projects within the MPO area were determined in alignment with the Iowa Transportation Asset Management Plan (TAMP) and the pavement and bridge performance measures. The TAMP connects the State Long-Range Transportation Plan and system/modal plans to Iowa DOT's Five-Year Program and the STIP. The long-range plan defines a vision for the transportation system over the next 20 years, while the Five-Year Program and STIP identify specific investments over the next four to five years. The TAMP has a 10-year planning horizon and helps ensure that investments in the Five-Year Program and STIP are consistent with Iowa DOT's longer-term vision.

The Iowa DOT coordinated with the Ames Area MPO as part of its target setting process. The methodology used to set targets used current and historical data on condition and funding to forecast future condition. Asset management focuses on performing the right treatment at the right time to optimize investments and outcomes. Management systems are utilized to predict bridge and pavement needs and help determine the amount of funding needed for stewardship of the system. The TAMP discusses the major investment categories that the Commission allocates funding through. Once the Commission approves the funding for these categories, Iowa DOT recommends the allocation of the funds to specific projects using the processes described in the TAMP. Pavement and bridge projects are programmed to help meet the desired program outcomes documented in the TAMP.

Table 2: Pavement and Bridge (PM2) Targets (adopted by AAMPPO on 01/24/23)

Performance Measure	2021 Baseline	2-Year Target	4 Year Target
Percentage of pavements of the Interstate System in Good condition	58.8%	55.0%	55.0%
Percentage of pavements of the Interstate System in Poor condition	0.4%	3.0%	3.0%
Percentage of pavements of the non-Interstate NHS in Good condition	37.9%	35.0%	35.0%
Percentage of pavements of the non-Interstate NHS in Poor condition	3.7%	6.0%	6.0%
Percentage of NHS bridges classified as in Good condition	48.6%	52.5%	56.0%
Percentage of NHS bridges classified as in Poor condition	2.4%	5.0%	6.6%

3.4 System and Freight Reliability (PM3)

Rather than setting its own system and freight reliability targets, the Ames Area MPO has chosen to support the Iowa DOT's system and freight reliability targets as submitted in the most recent performance report. The MPO supports those targets by reviewing and programming all Interstate and

National Highway System projects within the MPO boundary that are included in the DOT's Transportation Improvement Program.

The Iowa DOT coordinated with the Ames Area MPO, as part of its target setting process. Historical performance was reviewed to set targets. In addition to projects utilizing Transportation Systems Management and Operations (TSMO) strategies, projects focused on improving pavement and bridge condition also often help improve system reliability and freight movement. Additional projects focused specifically on improving these areas of system performance are developed in alignment with the target-setting process for related performance measures, as well as the freight improvement strategies and freight investment plan included in the State Freight Plan. This plan includes a detailed analysis and prioritization of freight bottlenecks, which are locations that should be considered for further study and possibly for future improvements. State projects identified in the freight investment plan and programmed in the STIP were highly ranked freight bottlenecks.

Table 3: System and Freight Reliability (PM3) Targets (adopted by AAMPO on 01/24/23)

Performance Measure	2017 Baseline	2 Year Target	4 Year Target
Percent of the person-miles traveled on the Interstate that are reliable	99.9%	98.0%	98.0%
Percent of the person-miles traveled on the non-Interstate NHS that are reliable	96.5%	94.0%	94.0%
Truck Travel Time Reliability (TTTR) Index	1.13	1.25	1.25

3.5 Transit Asset Management

Public transit capital projects included in the STIP align with the transit asset management (TAM) planning and target setting processes undertaken by the Iowa DOT, transit agencies, and MPOs. The Iowa DOT establishes a group TAM plan and group targets for all small urban and rural providers while large urban providers establish their own TAM plans and targets. Investments are made in alignment with TAM plans with the intent of keeping the state's public transit vehicles and facilities in a state of good repair and meeting transit asset management targets. The Iowa DOT allocates funding for transit rollingstock in accordance with the Public Transit Management System process. In addition, the Iowa DOT awards public transit infrastructure grants in accordance with the project priorities established in Iowa Code chapter 924. Additional state and federal funding sources that can be used by transit agencies for vehicle and facility improvements are outlined in the funding chapter of the Transit Manager's Handbook. Individual transit agencies determine the use of these sources for capital and operating expenses based on their local needs.

The Ames Area MPO chooses to support the Ames Transit Agency's (CyRide's) TAM targets (see **Table 4**). CyRide's TAM Plan establishes their target setting methodology and establishes the TAM targets.

Table 4: Transit Asset Management Targets (adopted by AAMPO on 01/23/24)

TAM Performance Measure Class	Performance Target	2023 Target	2023 Year-End Results	2024	2025	2026	2027	2028
Rolling Stock 40'-60' Buses	% of fleet exceeds CyRide's ULB of 15 yrs.	27%	27%	27%	34%	30%	38%	31%
Rolling Stock Cutaways	% of fleet exceeds FTA ULB of 8 yrs.	0%	22%	0%	0%	0%	0%	0%
Equipment Shop Trucks	% of fleet exceeds CyRide's ULB of 10 yrs.	0%	0%	0%	0%	0%	0%	0%
Facilities Admin./Maint. Facility	% of facilities rated under 3.0 on TERM scale	0%	0%	0%	0%	0%	0%	0%
Facilities Ames Intermodal Facility	% of facilities rated under 3.0 on TERM scale	0%	0%	0%	0%	0%	0%	0%

3.6 Transit Safety

Public transit projects included in the STIP align with the transit safety planning and target setting processes undertaken by the transit agencies and MPOs. While the Iowa DOT provided assistance with the development of initial Public Transportation Agency Safety Plans (PTASPs), each large urban transit provider is responsible for implementing its PTASP, which includes transit safety targets. Investments are made in alignment with PTASPs with the intent of keeping the state's public transit operations, vehicles, and facilities safe and meeting transit safety targets. State and federal funding sources that can be used by transit agencies for operations, vehicles, and facility improvements are outlined in the funding chapter of the Transit Manager's Handbook. Individual transit agencies determine the use of these sources for capital and operating expenses based on their local needs.

The Ames Area MPO chooses to support the Ames Transit Agency's (CyRide's) transit safety targets (see **Table 5**). CyRide's PTASP establishes their target setting methodology and establishes the transit safety targets.

Table 5: Transit Safety Targets (adopted by AAMPO on 09/12/23)

Mode of Transit Service	Fatalities (Total)	Fatalities (per 100 thousand VRM)	Injuries (Total)	Injuries (per 100 thousand VRM)	Safety Events (Total)	Safety Events (per 100 thousand VRM)	System Reliability (VRM/Failures)
Fixed Route Bus	0	0	0	0.00	0	0.00	40,789.27
Paratransit	0	0	0	0.00	0	0.00	238,798

*VRM= Vehicle Revenue Miles

3.7 Regional Transportation Goals

In AAMPO's latest Metropolitan Transportation Plan, [Forward 2045](#), a performance-based transportation planning approach was utilized by tying in the regional vision of the transportation system with the aforementioned federally required metrics and federally required planning processes. The six primary region-specific goals, identified from public input, were accessibility, safety, substantiality, efficiency & reliability, placemaking, and preservation. The [Forward 2045 Report](#) provides a detailed explanation of the regional goals and objectives as well as the performance-based planning approach utilized in the identification, selection, and prioritization of projects.

The vision statement stated in Forward 2045 is:

*"The Ames area future transportation plan delivers **safe, efficient and reliable** solutions that are **accessible** to all users. The plan focuses on **preserving** the existing network and shaping the public realm through **placemaking**, while providing long-term **sustainability**."*

3.8 Air Quality

The Clean Air Act requires the United States Environmental Protection Agency (EPA) to set limits on how much of a particular pollutant can be in the air anywhere in the United States. National Ambient Air Quality Standards (NAAQS) are the pollutant limits set by the Environmental Protection Agency; they define the allowable concentration of pollution in the air for six different pollutants: Carbon Monoxide, Lead, Nitrogen Dioxide, Particulate Matter, Ozone, and Sulfur Dioxide.

The Clean Air Act specifies how areas within the country are designated as either "attainment" or "non-attainment" of an air quality standard and provides the EPA the authority to define the boundaries of nonattainment areas. For areas designated as non-attainment for one or more National Ambient Air Quality Standards, the Clean Air Act defines a specific timetable to attain the standard and requires that non-attainment areas demonstrate reasonable and steady progress in reducing air pollution emissions until such time that an area can demonstrate attainment.

No part of the Ames Area is within nonattainment; therefore, it is not subject to air quality conformity requirements. However, the Ames Area MPO will perform activities to monitor and promote air quality issues in the region. The State of Iowa provides grant opportunities through the Iowa Clean Air Attainment Program (ICAAP) to promote clean air in Iowa's transportation system.

4 - Project Selection

4.1 Overview

This Transportation Improvement Program (TIP) serves as a list of federal-aid eligible transportation improvements within the Ames region from the federal fiscal years 2025 to 2028. Projects in the AAMPO's TIP must be consistent with the latest regional Metropolitan Transportation Plan, [Forward 2045](#). The final AAMPO TIP, approved by the AAMPO Transportation Policy Committee, will be consolidated into the Statewide Transportation Improvement Program (STIP) along with the programs from the other planning agencies in the State of Iowa.

Projected identified in this TIP leverage several different sources of federal funding. While AAMPO is responsible for the regional selection of projects eligible for Surface Transportation Block Grant ([STBG](#)), Transportation Alternatives Program ([TAP](#)), and Carbon Reduction Program ([CRP](#)) funding, which the undermentioned selection procedure discussions will focus on, there are several other Federal and State funding programs which are listed and described in **Appendix C**.

4.2 Regional Application Process

AAMPO manages application and selection processes for three primary regional transportation funding programs: Surface Transportation Block Grant ([STBG](#)), Transportation Alternatives Program ([TAP](#)), and Carbon Reduction Program ([CRP](#)). For projects to be eligible for these applications, they must conform with [Forward 2045](#). The notice of funding opportunities (NOFOs) and associated applications for these funding programs are made available on the AAMPO website on the [funding programs page](#). A notification email is also sent out to contacts from all AAMPO regional member agencies that are eligible to apply. For all three programs, applications are typically annually made available in January and are due on the final business day of March.

4.3 STBG & CRP Selection Process

The AAMPO issues a single joint NOFO (see **Appendix D**) and application for the STBG program and the CRP.

The STBG program's primary purpose is promoting flexibility in state and local transportation decisions and providing funding to best address state and local transportation needs. STBG funds are typically awarded to projects which improve or maintain the roadway network through construction, reconstruction, and rehabilitation. Transit capital projects are also eligible for STBG funds.

The CRP provides funding for projects designed to reduce transportation emissions. CRP funds are typically awarded to projects such as intelligent transportation system (ITS) projects (traffic monitoring, management, traffic adaptive control, etc.) and multi-modal projects (such as the bicycle-pedestrian projects, trails, and shared-used paths also eligible under the TAP program).

Received STBG and CRP applications are evaluated and scored using the following weighted criteria (as stated in the NOFO):

- Benefit to the regional transportation network **(40%)**
 - Operational/accessibility improvements, safety, pavement condition, connectivity, efficiency/reliability, cost-benefit, etc.
- Alignment with the AAMPO Metropolitan Transportation Plan “Forward 2045” and other local, regional, or statewide planning documents, as applicable **(20%)**
- Environmental impact & emissions reduction **(15%)**
- Impact on high-need areas and disadvantaged populations **(10%)**
- Project readiness and understanding of the federal-aid highway project development process **(10%)**
- Public input process **(5%)**

Received applications were reviewed by AAMPO staff to ensure eligibility. Eligible projects were then evaluated and given a score between 0 and 100 based on the aforementioned evaluation criteria. Top-ranking projects recommended for funding from their respective funding program(s) were then presented to the AAMPO Transportation Technical Committee on May 16, 2024, and the AAMPO Transportation Policy Committee on May 28, 2024, for inclusion into the TIP. Funds are officially awarded to projects upon final approval of the TIP. Sponsors awarded funding receive an award letter from the AAMPO. Sponsors not selected for funding receive a letter from the AAMPO detailing why their project was not selected.

4.4 TAP Selection Process

Like with the STBG and CRP, the AAMPO issues a NOFO (see **Appendix D**) and application for the TAP.

The TAP is a set-aside from the STBG program. It provides funding and investment opportunities for non-motorized transportation projects. TAP funds are typically awarded to multi-modal type projects such as: bicycle-pedestrian projects, trails, shared-use paths, bike lanes, pedestrian/bicycle signals, and Safe Routes to School (SRTS) projects.

Received TAP applications are evaluated and scored using the following weighted criteria (as stated in the NOFO):

- Impact on the regional multi-modal transportation network **(40%)**
 - Network connectivity
 - Safety
 - Accessibility
 - Environmental/Emissions
 - Cost-Benefit
 - Tourism Benefits
- Alignment with the AAMPO Metropolitan Transportation Plan “Forward 2045” and other local, regional, or statewide planning documents, as applicable **(25%)**
- Project need and impact on high-need areas and disadvantaged populations **(15%)**

- Project readiness and understanding of the federal-aid highway project development process **(10%)**
- Maintenance plan **(5%)**
- Public input process **(5%)**

Received applications were reviewed by Iowa DOT and AAMPO staff to ensure eligibility. Eligible projects were then evaluated and given a score between 0 and 100 based on the aforementioned evaluation criteria. Top-ranking projects recommended for funding were presented to the AAMPO Transportation Technical Committee on May 16, 2024, and the AAMPO Transportation Policy Committee on May 28, 2024, for inclusion into the TIP. Funds are officially awarded to projects upon final approval of the TIP. Sponsors awarded funding receive an award letter from the AAMPO. Sponsors not selected for funding receive a letter from the AAMPO detailing why their project was not selected.

4.5 Applications Received

During the calendar year 2024 application cycle, the AAMPO received 4 project applications (2 for STBG funding and 2 for CRP funding). No applications were received for TAP funding. **Table 6** provides a summary of all received application as well as their score (based upon the aforementioned evaluation criteria) and status regarding awarding of funds and inclusion in the TIP.

Table 6: Project Summary for 2024 Application Cycle

Sponsor	Description	Program	FFY	Amount	Score	Funds Awarded?
CyRide	Vehicle Replacement (Electric Bus)	STBG	2028	\$400,000	92	Yes
City of Ames	Sixth Phase Deployment (Ames ITS Master Plan)	CRP	2027	\$235,000	90	Yes
City of Ames	Fifth Phase Deployment (Ames ITS Master Plan)	CRP	2026	\$700,000	88	Yes
City of Ames	Duff Ave (6 th St – 13 th St) & E 13 th St (Dayton Ave – McCormick Ave)	STBG	2028	\$1,800,000	62	Yes

4.6 Transit Projects

In addition to FHWA program projects, the TIP includes all projects which Federal Transit Administration (FTA) funding may be utilized. A portion of Federal fuel tax revenue is placed in the mass transit account of the Federal Highway Trust Fund for this use. These funds, along with General Fund appropriations, are reserved for transit purposes and are administered by the Federal Transit Administration. The transit portion of the TIP was developed in close coordination with CyRide, the urban transit operator in the Ames Area MPO planning area. The transit projects identified in the FFY 2025-2028 TIP were included within the [Passenger Transportation Plan](#) (PTP), meeting the requirement to

have the Enhanced Mobility for Seniors and Individuals with Disabilities formulized Federal funding within an approved PTP prior to TIP approval. Please refer to pages 26 - 35 for a list of transit projects programmed for FFY 2025-2028 along with the project justifications for FFY 2025.

5 - FFY 2024 FHWA Project Status Report

It is required to provide a status report for all federal-aid highway projects included in the first fiscal year or the previous TIP. This status report indicates whether the project was authorized/let, is being rolled over to the current TIP, or if the project is being removed from programming. This status report is useful for monitoring the progress being made in implementing the AAMPO's transportation program. See **Table 7** for the project status report for FFY 2024.

Table 7: FFY 2024 Project Status Summary

Funding Source	TPMS ID	Project Description	Federal-Aid	Total Cost	Local Sponsor	Status
STBG	37442	CyRide: Vehicle Replacement	\$225,000	\$850,000	CyRide	Authorized
STBG	48395	MPO Planning Activities: 2050 MTP, TSMO/ITS Architecture Doc.	\$440,000	\$550,000	AAMPO	Authorized
STBG	45233	Lincoln Way (Beedle Dr – S Franklin Ave)	\$1,686,000	\$2,400,000	City of Ames	Let on 01/17/24
STBG	53509	Hyland Ave (Lincoln Way – Ontario St)	\$1,890,000	\$2,362,500	City of Ames	Rolled Over into FFY25
CMAQ	52478	3rd Phase of Ames Traffic Signal Master Plan	\$1,495,280	\$1,901,600	City of Ames	Let on 03/19/24
CMAQ	53507	4th Phase of Ames Traffic Signal Master Plan	\$1,521,280	\$1,869,100	City of Ames	Rolled Over into FFY25
PL	34214	Trans Planning	\$129,000	\$160,780	AAMPO	Authorized

6 - Financial Analysis

6.1 Overview

Projects programmed in the current TIP must demonstrate fiscal constraint. This section focuses on demonstrating that the program is fiscally constrained as well as documents nonfederal-aid revenues and expected operations and maintenance costs on the federal-aid system. All project costs are adjusted into year of expenditure dollars using an assumed annual inflation rate of 4 percent. This same inflation rate is used to project revenues and operations and maintenance costs. PL funds are shown to remain constant through the 4-year period and are based on the first fiscal year's target.

The Iowa DOT provides the AAMPO with STBG, TAP, and CRP funding targets for each of the four years in this program. The Iowa DOT also provides information from their five-year program including estimated statewide revenues/allocations and funds available for right-of-way and construction. Lastly, Iowa DOT provides forecasted non-federal-aid revenues as well as operations and maintenance data for the federal-aid system. See the following section for more detail on the Iowa DOT's programming process regarding expenditures and funding.

The Ames City Council has programmed city sponsored projects in the City of Ames 2024-2029 Capital Improvements Plan (CIP) for the local funding allocation. These funds are generated from the City of Ames annual Road Use Tax Fund (RUTF) distribution, Local Option Sales Tax, and General Obligation (GO) bonds.

The transit program does not have targets; therefore, the requests involve significant costs in the anticipation of maximizing the amounts received either through formula or discretionary funding.

6.2 Iowa DOT O&M Estimated Expenditures and Funding

Each year prior to development of the Iowa DOT's Five-Year Program and the Statewide Transportation Improvement Program both state and federal revenue forecasts are completed to estimate the amount of funding available for programming. These forecasts are a critical component in the development of the Five-Year Program and as such are reviewed with the Iowa Transportation Commission. The primary sources of state funding to the DOT are the Primary Road Fund and TIME-21 Fund. These state funds are used for the operation, maintenance, and construction of the Primary Road System. The amount of funding available for operations and maintenance is determined by legislative appropriations. Additional funding is set aside for statewide activities including engineering costs. The remaining funding is available for right of way and construction activities associated with the highway program.

Along with state funds, the highway program utilizes a portion of the federal funds that are allocated to the state. A federal funding forecast is prepared each year based on the latest apportionment information available. This forecast includes the various federal programs and identifies which funds are allocated to the Iowa DOT for programming and which funds are directed to locals through the MPO/RPA planning process, bridge programs, and other various grant programs.

The following webpage provides additional insight into the DOT's programming process and can be found at https://iowadot.gov/program_management/Five-Year-Program.

6.3 Fiscal Tables

The following describes each of the six fiscal tables presented in this document:

Table 8: **Table 8** summarizes the total project costs and associated federal-aid amounts by funding program.

Tables 9-11: These tables demonstrate fiscal constraint for their respective funding programs. **Table 9** summarizes the STBG program; **Table 10** summarizes the TAP program; and **Table 11** summarizes the CRP Program. This incorporates the programmed project costs from **Table 8** as well as the funding targets provided by the Iowa DOT.

Tables 12-13: These tables summarize projections based on 2023 operations and maintenance data provided by the Iowa DOT. This includes forecasted operations and maintenance data on the federal-aid system (**Table 12**) and forecasted non-federal-aid revenues (**Table 13**). The base year for the data was 2023. The shown projections utilize an assumed annual inflation rate of 4 percent.

Table 14: **Table 14** shows the Iowa DOT's Five-Year Program funding amounts including statewide revenues, allocations, and funds available for right-of-way and construction.

Table 8: Summary of Costs and Federal-Aid

PROGRAM	2025		2026		2027		2028	
	Total Cost	Federal Aid	Total Cost	Federal Aid	Total Cost	Federal Aid	Total Cost	Federal Aid
CMAQ	\$1,901,600	\$1,521,280	\$0	\$0	\$0	\$0	\$0	\$0
CRP	\$0	\$0	\$2,500,000	\$700,000	\$1,200,000	\$235,000	\$0	\$0
HBP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHPP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$161,523	\$129,218	\$161,523	\$129,218	\$161,523	\$129,218	\$161,523	\$129,218
PROTECT	\$4,743,000	\$3,794,400	\$16,199,000	\$12,959,200	\$14,052,000	\$11,241,600	\$436,000	\$348,800
STBG	\$7,280,000	\$5,231,050	\$2,868,960	\$1,777,050	\$4,061,228	\$2,777,050	\$3,553,222	\$2,200,000
TAP	\$0	\$0	\$650,000	\$520,000	\$0	\$0	\$0	\$0

Table 9: STBG Fiscal Constraint

	2025	2026	2027	2028
UNOBLIGATED BALANCE (CARRYOVER)	\$3,746,023	\$533,553	\$813,503	\$132,453
STBG TARGET	\$2,018,580	\$2,057,000	\$2,096,000	\$2,096,000
SUBTOTAL	\$5,764,603	\$2,590,553	\$2,909,503	\$2,228,453
PROGRAM FUNDS	\$5,231,050	\$1,777,050	\$2,777,050	\$2,200,000
BALANCE	\$533,553	\$813,503	\$132,453	\$28,453

Table 10: TAP Fiscal Constraint

	2025	2026	2027	2028
UNOBLIGATED BALANCE (CARRYOVER)	\$242,909	\$439,672	\$122,672	\$332,672
TAP TARGET	\$196,763	\$203,000	\$210,000	\$210,000
SUBTOTAL	\$439,672	\$642,672	\$332,672	\$542,672
PROGRAM FUNDS	\$0	\$520,000	\$0	\$0
BALANCE	\$439,672	\$122,672	\$332,672	\$542,672

Table 11: CRP Fiscal Constraint

	2025	2026	2027	2028
UNOBLIGATED BALANCE (CARRYOVER)	\$367,573	\$559,039	\$54,039	\$18,039
CRP TARGET	\$191,466	\$195,000	\$199,000	\$199,000
SUBTOTAL	\$559,039	\$754,039	\$253,039	\$217,039
PROGRAM FUNDS	\$0	\$700,000	\$235,000	\$0
BALANCE	\$559,039	\$54,039	\$18,039	\$217,039

Table 12: Forecasted Operations and Maintenance (O&M) Costs on the Federal-Aid System

	2025	2026	2027	2028
CITY OF AMES TOTAL OPERATIONS	\$2,161,251	\$2,247,701	\$2,337,609	\$2,431,113
CITY OF AMES TOTAL MAINTENANCE	\$1,852,720	\$1,926,829	\$2,003,902	\$2,084,058
CITY OF GILBERT TOTAL OPERATIONS	\$32,422	\$33,719	\$35,068	\$36,470
CITY OF GILBERT TOTAL MAINTENANCE	\$3,357	\$3,492	\$3,631	\$3,776
IOWA DOT OPERATIONS AND MAINTENANCE	\$833,878	\$847,134	\$884,046	\$897,505
TOTAL O&M	\$4,883,629	\$5,058,875	\$5,264,256	\$5,452,924

Table 13: Forecasted Non-Federal-Aid Revenue

	2025	2026	2027	2028
CITY OF AMES – GENREAL FUND (001)	\$984,635	\$1,024,020	\$1,064,981	\$1,107,580
CITY OF AMES – ROAD USE (110)	\$9,887,017	\$10,282,498	\$10,693,798	\$11,121,549
CITY OF AMES – OTHER (LOST, BENEFITS, TIF, ETC.)	\$42,586	\$44,289	\$46,061	\$47,903
CITY OF AMES – SERVICE DEBT (200)	\$8,196,940	\$8,524,818	\$8,865,811	\$9,220,443
CITY OF AMES – CAPITAL PROJECTS (300)	\$18,734,182	\$19,483,549	\$20,262,891	\$21,073,406
CITY OF AMES – UTILITIES (600 & UP)	\$2,551,321	\$2,653,374	\$2,759,509	\$2,869,890
CITY OF GILBERT – GENREAL FUND (001)	\$48,064	\$49,987	\$51,986	\$54,066
CITY OF GILBERT – ROAD USE (110)	\$228,310	\$237,442	\$246,940	\$256,817
CITY OF GILBERT – OTHER (LOST, BENEFITS, TIF, ETC.)	\$26,582	\$27,646	\$28,752	\$29,902
CITY OF GILBERT – SERVICE DEBT (200)	\$53,626	\$55,771	\$58,002	\$60,322
CITY OF GILBERT – CAPITAL PROJECTS (300)	\$0	\$0	\$0	\$0
CITY OF GILBERT – UTILITIES (600 & UP)	\$0	\$0	\$0	\$0
TOTAL NON-FEDERAL-AID ROAD FUND RECEIPTS	\$40,753,262	\$42,383,393	\$44,078,729	\$45,841,878

Table 14: Iowa DOT Five-Year Program Funding

	(\$ MILLIONS)			
REVENUES	2025	2026	2027	2028
PRIMARY ROAD FUND	\$817.9	\$826.7	\$830.8	\$838.3
TIME-21	\$135.0	\$135.0	\$135.0	\$135.0
MISCELLANEOUS	\$25.0	\$25.0	\$25.0	\$25.0
FEDERAL AID	\$516.0	\$512.4	\$512.4	\$512.4
TOTAL	\$1,493.6	\$1,499.1	\$1,503.2	\$1,510.7
STATEWIDE ALLOCATIONS	2025	2026	2027	2028
OPERATIONS & MAINTENANCE (PRF)	\$408.9	\$415.4	\$433.5	\$440.1
BACK OF PROGRAM LINE ITEMS & RAIL HWY.	\$199.9	\$202.9	\$203.9	\$209.6
TOTAL	\$608.8	\$618.3	\$637.4	\$649.7
FUNDS AVAILABLE FOR ROW/CONSTRUCTION	2025	2026	2027	2028
TOTAL	\$884.8	\$880.8	\$865.8	\$861.0

7 - FHWA Program (FFY 2025 – 2028)

7.1 Overview

The following pages contain a complete list of location-based projects utilizing FHWA-based funds programmed for FFY 2025 through FFY 2028. Regional projects are shown on a map in **Figure 2**.

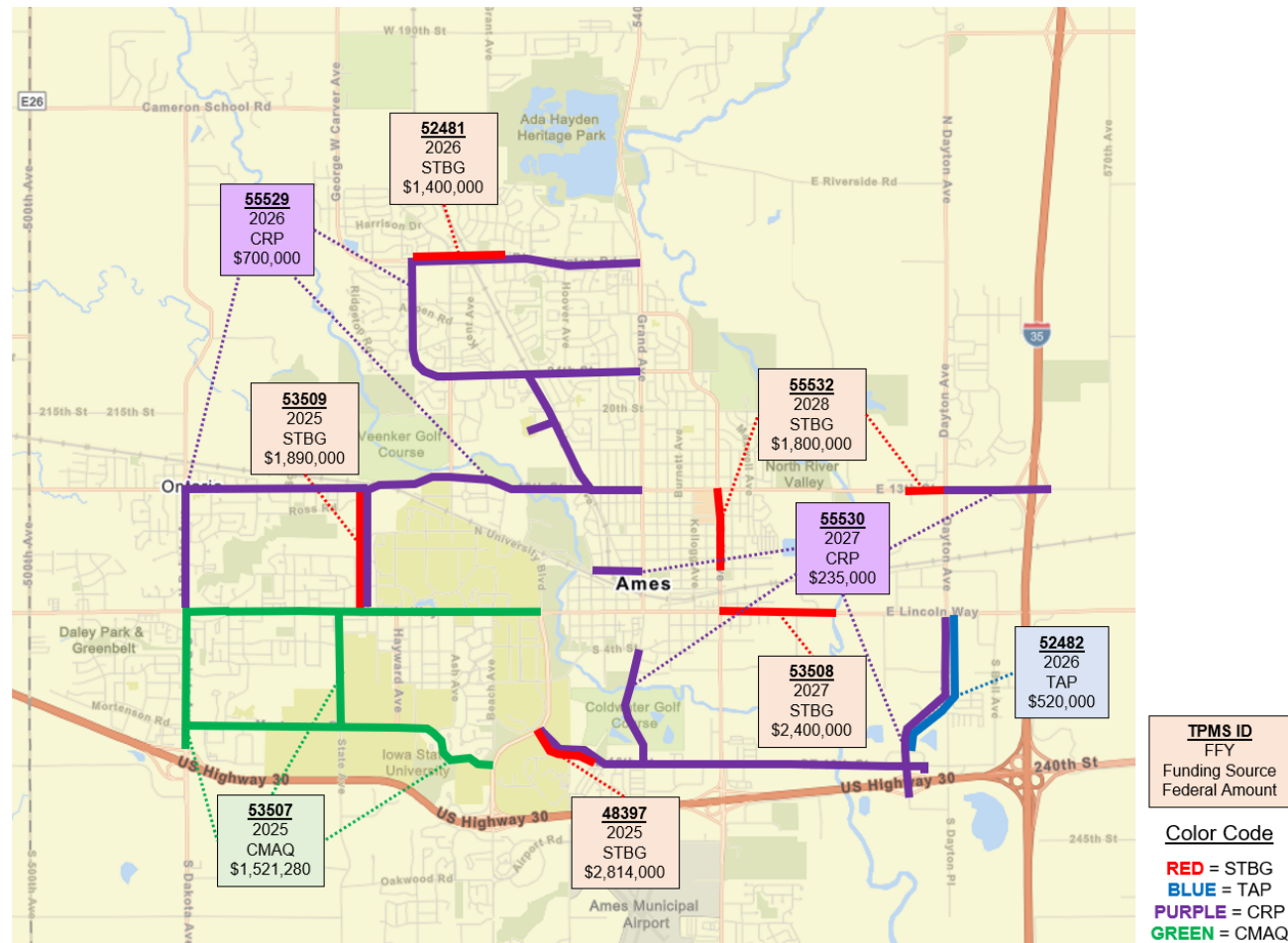


Figure 2: Project Locations (by Project ID)

7.2 Programmed Highway Projects

Project ID	Project Number	Approval Level		2025	2026	2027	2028	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

CMAQ

53507	STP-A-0155()--86-85	Submitted	Total	\$1,901,600				\$1,901,600
Ames	In the city of Ames, Fourth Phase Deployment		Federal Aid	\$1,521,280				\$1,521,280
	Ames Traffic Signal Master Plan		Regional					
	Traffic Signals		Swap					

CRP

55529	CRP-0155()--8P-85	Submitted	Total		\$2,500,000			\$2,500,000
Ames	In the city of Ames, Fifth Phase Deployment		Federal Aid		\$700,000			\$700,000
	Ames Traffic Signal Master Plan		Regional		\$700,000			\$700,000
	Traffic Signals		Swap					
55530	CRP-0155()--8P-85	Submitted	Total			\$1,200,000		\$1,200,000
Ames	In the city of Ames, Sixth Phase Deployment		Federal Aid			\$235,000		\$235,000
	Ames Traffic Signal Master Plan		Regional			\$235,000		\$235,000
	Traffic Signals		Swap					

PL

34214	RGPL-PA22(RTP)--PL-85	Submitted	Total	\$161,523	\$161,523	\$161,523	\$161,523	\$646,092
MPO 22 / AAMPO	Trans Planning		Federal Aid	\$129,218	\$129,218	\$129,218	\$129,218	\$516,872
	Trans Planning		Regional					
			Swap					

PRF

38248	NHSN-030()--2R-85	Submitted	Total	\$358,000				\$358,000
Iowa Department of Transportation	USUS 30: 0.5 mi E of I-35 to E of 590th Ave		Federal Aid					
	Erosion Control		Regional					
			Swap					

Project ID	Project Number	Approval Level		2025	2026	2027	2028	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							

PROTECT

48634	NHSX-030()--3H-85	Submitted	Total	\$4,743,000	\$16,199,000	\$14,052,000	\$436,000	\$35,430,000
Iowa Department of Transportation	USUS 30: South Skunk River 1.2 mi W of I-35 (EB/WB)		Federal Aid	\$3,794,400	\$12,959,200	\$11,241,600	\$348,800	\$28,344,000
	Erosion Control, Lighting, Right of Way		Regional Swap					

STBG

52479	RGPL-PA22()--ST-85	Submitted	Total	\$187,500				\$187,500
MPO 22 / AAMPO	MPO Planning Activities: 2050 MTP, Transit System Study		Federal Aid	\$150,000				\$150,000
	Trans Planning		Regional Swap	\$150,000				\$150,000
48396	RGTR-0155()--ST-85	Submitted	Total	\$850,000				\$850,000
MPO 22 / AAMPO	CyRide: Vehicle Replacement		Federal Aid	\$377,050				\$377,050
	Transit Investments		Regional Swap	\$377,050				\$377,050
48397	STP-U-0155(712)--27-85	Submitted	Total	\$3,880,000				\$3,880,000
Ames	In the city of Ames, On S 16TH ST, from University Blvd to Apple PI	12/17/2024	Federal Aid	\$2,814,000				\$2,814,000
	Pavement Widening		Regional Swap	\$2,814,000				\$2,814,000
53509	STP-U-0155(714)--70-85	Submitted	Total	\$2,362,500				\$2,362,500
Ames	In the city of Ames, On HYLAND AVE, from Lincoln Way 0.8 miles to Ontario St	2/18/2025	Federal Aid	\$1,890,000				\$1,890,000
	Grade and Pave		Regional Swap	\$1,890,000				\$1,890,000

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date		2025	2026	2027	2028	Totals
STBG								
52480	RGTR-0155()--ST-85	Submitted	Total		\$908,960			\$908,960
MPO 22 / AAMPO	CyRide: Vehicle Replacement		Federal Aid		\$377,050			\$377,050
	Transit Investments		Regional Swap		\$377,050			\$377,050
52481	STP-U-0155()--70-85	Submitted	Total		\$1,960,000			\$1,960,000
Ames	In the city of Ames, On Bloomington Rd, from George Washington Carver Ave to Eisenhower Ave		Federal Aid		\$1,400,000			\$1,400,000
	Grade and Pave		Regional Swap		\$1,400,000			\$1,400,000
53499	RGTR-0155()--ST-85	Submitted	Total			\$1,061,228		\$1,061,228
MPO 22 / AAMPO	CyRide: Vehicle Replacement		Federal Aid			\$377,050		\$377,050
	Transit Investments		Regional Swap			\$377,050		\$377,050
53508	STP-U-0155()--70-85	Submitted	Total			\$3,000,000		\$3,000,000
Ames	In the city of Ames, On E LINCOLN WAY, from S Duff Ave 0.7 miles to S Skunk River		Federal Aid			\$2,400,000		\$2,400,000
	Grade and Pave		Regional Swap			\$2,400,000		\$2,400,000
55531	RGTR-0155()--ST-85	Submitted	Total				\$1,303,222	\$1,303,222
MPO 22 / AAMPO	CyRide: Vehicle Replacement		Federal Aid				\$400,000	\$400,000
	Transit Investments		Regional Swap				\$400,000	\$400,000
55532	STP-U-0155()--70-85	Submitted	Total				\$2,250,000	\$2,250,000
Ames	In the city of Ames, On DUFF AVE, from 6th St 0.5 mile to 13th St & E 13TH ST from Dayton Ave 0.2 mile to McCormick Ave		Federal Aid				\$1,800,000	\$1,800,000
	Grade and Pave		Regional Swap				\$1,800,000	\$1,800,000
TAP								
52482	TAP-U-0155()--8I-85	Submitted	Total		\$650,000			\$650,000
Ames	In the city of Ames, Along S Dayton Ave, from Isaac Newton Dr to E Lincoln Way		Federal Aid		\$520,000			\$520,000
	Ped/Bike Grade & Pave		Regional Swap		\$520,000			\$520,000

8 - FTA Program (FFY 2025-2028)

8.1 Overview

The following pages contains a complete list of projects utilizing FTA-based funds programmed for FFY 2025 through FFY 2028. The justification for all FFY 2025 transit projects is also provided.

8.2 Programmed Transit Projects

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2025	2026	2027	2028	Totals
11415 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC, Low Floor, Biodiesel Unit # 09070	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					
11416 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC, Low Floor, Biodiesel Unit # 09071	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					
11417 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC, Low Floor, Biodiesel Unit # 09072	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					
11421 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC, Low Floor, Biodiesel Unit # 09073	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					
11422 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC, Low Floor, Biodiesel Unit # 09074	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					
11423 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC, Low Floor, Biodiesel Unit # 09075	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					
11424 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC, Low Floor, Biodiesel Unit # 09076	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					
11425 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC, Low Floor, Biodiesel Unit # 09077	Total	\$591,741				\$591,741
				FA	\$502,979				\$502,979
				DOT					
11426 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC, Low Floor, Biodiesel Unit # 00504	Total	\$639,300				\$639,300
				FA	\$543,405				\$543,405
				DOT					
11427 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC, Low Floor, Biodiesel Unit # 00186	Total	\$639,300				\$639,300
				FA	\$543,405				\$543,405
				DOT					

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2025	2026	2027	2028	Totals
11428 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC, Low Floor, Biodiesel Unit # 00187	Total	\$639,300				\$639,300
				FA	\$543,405				\$543,405
				DOT					
11429 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC, Low Floor, Biodiesel Unit # 00188	Total	\$639,300				\$639,300
				FA	\$543,405				\$543,405
				DOT					
11430 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC, Low Floor, Biodiesel Unit # 00189	Total	\$639,300				\$639,300
				FA	\$543,405				\$543,405
				DOT					
11432 Ames Transit Agency (CyRide)	5310, 5339 Submitted	Capital	Light Duty Low-Floor Bus (176" wb) UFRC, VSS, Low Floor Unit # 00390	Total	\$202,975				\$202,975
				FA	\$172,529				\$172,529
				DOT					
11434 Ames Transit Agency (CyRide)	5310, 5339 Submitted	Capital	Light Duty Low-Floor Bus (176" wb) UFRC, VSS, Low Floor Unit # 00391	Total	\$202,975				\$202,975
				FA	\$172,529				\$172,529
				DOT					
11435 Ames Transit Agency (CyRide)	5310, ICAAP Submitted	Capital	Light Duty Low-Floor Bus (176" wb) VSS, Low Floor, Biodiesel Unit # 07654	Total	\$200,680				\$200,680
				FA	\$168,507				\$168,507
				DOT					
11436 Ames Transit Agency (CyRide)	5339, ICAAP Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC, Low Floor, Biodiesel Unit # 00953	Total	\$545,097				\$545,097
				FA	\$461,958				\$461,958
				DOT					
11437 Ames Transit Agency (CyRide)	5339, ICAAP Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC, Low Floor, Biodiesel Unit # 00954	Total	\$545,097				\$545,097
				FA	\$461,958				\$461,958
				DOT					
11438 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC, Low Floor, Biodiesel Unit # 00126	Total	\$639,300				\$639,300
				FA	\$543,405				\$543,405
				DOT					
11439 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC, Low Floor, Biodiesel Unit # 00127	Total	\$639,300				\$639,300
				FA	\$543,405				\$543,405
				DOT					

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2025	2026	2027	2028	Totals
11440 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC, Low Floor, Biodiesel Unit # 00128	Total	\$639,300				\$639,300
				FA	\$543,405				\$543,405
				DOT					
11441 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC, Low Floor, Biodiesel Unit # 00418	Total	\$639,300				\$639,300
				FA	\$543,405				\$543,405
				DOT					
11442 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC, Low Floor, Biodiesel Unit # 00419	Total	\$639,300				\$639,300
				FA	\$543,405				\$543,405
				DOT					
11443 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC, Low Floor, Biodiesel Unit # 00420	Total	\$639,300				\$639,300
				FA	\$543,405				\$543,405
				DOT					
11444 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC, Low Floor, Biodiesel Unit # 00421	Total	\$639,300				\$639,300
				FA	\$543,405				\$543,405
				DOT					
11445 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC, Low Floor, Biodiesel Unit # 00422	Total	\$639,300				\$639,300
				FA	\$543,405				\$543,405
				DOT					
11446 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC, Low Floor, Biodiesel Unit # 00423	Total	\$639,300				\$639,300
				FA	\$543,405				\$543,405
				DOT					
11447 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC, Low Floor, Biodiesel Unit # 00424	Total	\$639,300				\$639,300
				FA	\$543,405				\$543,405
				DOT					
11448 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC, Low Floor, Biodiesel Unit # 00425	Total	\$639,300				\$639,300
				FA	\$543,405				\$543,405
				DOT					
11450 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Battery Electric Heavy Duty Bus (40-42 ft.) UFRC, Low Floor, Biodiesel, Electric Unit # 00430	Total	\$1,228,412				\$1,228,412
				FA	\$1,044,150				\$1,044,150
				DOT					

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2025	2026	2027	2028	Totals
11452 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Battery Electric Heavy Duty Bus (40-42 ft.) UFRC, Low Floor, Biodiesel, Electric Unit # 00429	Total	\$1,228,412				\$1,228,412
				FA	\$1,044,150				\$1,044,150
				DOT					
11454 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Battery Electric Heavy Duty Bus (40-42 ft.) UFRC, Low Floor, Biodiesel, Electric Unit # 00431	Total	\$1,228,412				\$1,228,412
				FA	\$1,044,150				\$1,044,150
				DOT					
11456 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Battery Electric Heavy Duty Bus (40-42 ft.) UFRC, Low Floor, Biodiesel, Electric Unit # 00432	Total	\$1,228,412				\$1,228,412
				FA	\$1,044,150				\$1,044,150
				DOT					
11458 Ames Transit Agency (CyRide)	PTIG Submitted	Other	Fire Mitigation Building Improvements	Total	\$750,000				\$750,000
				FA					
				DOT	\$600,000				\$600,000
11478 Ames Transit Agency (CyRide)	STBG Submitted	Capital	Heavy Duty Bus (40-42 ft.) Diesel, UFRC, VSS, Low Floor, Electric Unit # 09071	Total	\$471,313				\$471,313
				FA	\$377,050				\$377,050
				DOT					
914 Ames Transit Agency (CyRide)	5307, STA Submitted	Operations	General Operations	Total	\$15,485,879	\$16,105,314	\$16,739,526	\$17,419,507	\$65,750,226
				FA	\$4,194,044	\$4,500,000	\$4,500,000	\$4,500,000	\$17,694,044
				DOT	\$1,112,075	\$1,145,437	\$1,179,800	\$1,215,194	\$4,652,506
919 Ames Transit Agency (CyRide)	5310 Submitted	Other	Contracted Paratransit Service	Total	\$285,729	\$375,000	\$375,000	\$375,000	\$1,410,729
				FA	\$228,583	\$300,000	\$300,000	\$300,000	\$1,128,583
				DOT					
920 Ames Transit Agency (CyRide)	5310 Submitted	Capital	Associated Transit Improvements	Total	\$80,000	\$80,000	\$80,000	\$80,000	\$320,000
				FA	\$64,000	\$64,000	\$64,000	\$64,000	\$256,000
				DOT					
6012 Ames Transit Agency (CyRide)	5310 Submitted	Operations	Annunciator Annual Service Fees	Total	\$132,697	\$136,679	\$140,779	\$145,002	\$555,157
				FA	\$106,158	\$109,343	\$112,623	\$116,002	\$444,126
				DOT					
11457 Ames Transit Agency (CyRide)	5310 Submitted	Capital	Infotainment Signage for Annunciators	Total	\$98,661	\$101,621	\$104,670	\$107,810	\$412,762
				FA	\$78,929	\$81,297	\$83,736	\$86,248	\$330,210
				DOT					

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2025	2026	2027	2028	Totals
11459 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Maintenance/Administrative Facility Expansion Construction	Total		\$15,475,209			\$15,475,209
				FA		\$12,380,168			\$12,380,168
				DOT					
11460 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Miscellaneous Equipment	Total		\$826,693			\$826,693
				FA		\$721,354			\$721,354
				DOT					
11465 Ames Transit Agency (CyRide)	5339 Submitted	Other	Workforce Development	Total		\$333,201			\$333,201
				FA		\$266,561			\$266,561
				DOT					
11466 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC, Low Floor, Biodiesel Unit # 00105	Total		\$664,872			\$664,872
				FA		\$565,141			\$565,141
				DOT					
11467 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC, Low Floor, Biodiesel Unit # 00106	Total		\$664,872			\$664,872
				FA		\$565,141			\$565,141
				DOT					
11468 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC, Low Floor, Biodiesel Unit # 00107	Total		\$664,872			\$664,872
				FA		\$565,141			\$565,141
				DOT					
11469 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC, Low Floor, Biodiesel Unit # 00108	Total		\$664,872			\$664,872
				FA		\$565,141			\$565,141
				DOT					
11470 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC, Low Floor, Biodiesel Unit # 00109	Total		\$664,872			\$664,872
				FA		\$565,141			\$565,141
				DOT					
11471 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC, Low Floor, Biodiesel Unit # 00110	Total		\$664,872			\$664,872
				FA		\$565,141			\$565,141
				DOT					
11472 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC, Low Floor, Biodiesel Unit # 00180	Total		\$664,872			\$664,872
				FA		\$565,141			\$565,141
				DOT					

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2025	2026	2027	2028	Totals
11473 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC, Low Floor, Biodiesel Unit # 00181	Total		\$664,872			\$664,872
				FA		\$565,141			\$565,141
				DOT					
11474 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC, Low Floor, Biodiesel Unit # 00182	Total		\$664,872			\$664,872
				FA		\$565,141			\$565,141
				DOT					
11475 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC, Low Floor, Biodiesel Unit # 00184	Total		\$664,872			\$664,872
				FA		\$565,141			\$565,141
				DOT					
11476 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC, Low Floor, Biodiesel Unit # 00660	Total		\$1,062,445			\$1,062,445
				FA		\$901,765			\$901,765
				DOT					
11477 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC, Low Floor, Biodiesel Unit # 00661	Total		\$1,062,445			\$1,062,445
				FA		\$901,765			\$901,765
				DOT					
11485 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC, Low Floor, Biodiesel Unit # 00183	Total		\$664,872			\$664,872
				FA		\$565,141			\$565,141
				DOT					

8.3 FFY 2025 Transit Project Justifications

General Operations (5307/STA)

This funding supports the day-to-day transit operations of the Ames Transit Authority from Ames' urbanized area formula apportionment, Small Transit Intensive Cities (STIC), and State Transit Assistance (STA) funding.

Infotainment LED signage (5310)

Bus drivers must comply with the Americans with Disability Act (ADA) laws by announcing major transit bus stops along transit corridors as well as any specific stops requested. In 2019, CyRide integrated automated vehicle annunciator (AVA) system synced with voice annunciators (audible announcements only) to help keep all passengers, disability or not, better informed of where the bus is located along the bus route(s) while also complying with the ADA bus stop announcement regulation. This system was in response to a request from Iowa State University's Alliance for Disability Awareness group which communicated their desire to have more bus stops announced throughout the Ames' community. By automating this process, additional announcements could be accommodated. CyRide then added visual LED signage within each bus mirroring the LED audible stop announcements. The larger infotainment LED signage allows more information to be displayed on this visual display while also allowing advertising opportunities for CyRide on these vehicles. This project, which is over and beyond ADA, will be implemented over a multiyear period until the fleet is fully equipped with this signage.

Annunciator Annual Service Fees (5310)

CyRide plans to utilize portions of its elderly & disabled funding towards its annual service fees for the automatic annunciator system including automatic vehicle location base system to ensure compliance with its ADA announcement requirements. This is a non-traditional project but will allow compliance with the ADA law and improve awareness of where the bus is within the community for passenger's knowledge.

Contracted Paratransit Service (5310)

According to Federal regulations, public transit agencies providing fixed-route transit service in their community must also provide door-to-door transportation services within a $\frac{3}{4}$ mile area of that fixed-route service. Therefore, CyRide purchases transportation service for its Dial-A-Ride service operation in order to meet this American Disability Act (ADA) requirement. This service has been expanded to provide services beyond ADA to include the entire Ames' city limits.

Associated Transit Improvements (5310)

The CyRide Bus Stop Plan recommends bus stop amenities along the fixed-route system route corridors where high transit demand is required. From the prioritization of recommended stop improvements, CyRide will systematically replace its brown colored bus shelters throughout the system with an

updated designed solar powered bus shelter to improve the accessibility for patrons and improve CyRide's image throughout the Ames community.

Light Duty Bus Replacement (5310, 5339)

Two light duty 176" wheelbase buses have exceeded FTA guidelines for useful life. Bus numbers are: 00390 and 00391. These units will be replaced with light duty 176" wheelbase low-floor buses, equipped with cameras. These replacement vehicles will be ADA accessible.

Light Duty Bus Replacement (5310, ICAAP)

One light duty 176" wheelbase bus leased to HIRTA for CyRide's Dial-A-Ride service has exceeded FTA guidelines for useful life. Bus number of this unit is #07654. This unit will be replaced with light duty 176" wheelbase low-floor bus, equipped with cameras. This replacement vehicle will be ADA accessible.

Heavy Duty Forty-Foot Bus Replacement (5339)

Twenty-six large forty-foot buses have exceeded FTA guidelines for useful life. Buses are identified as: **09070, 09071, 09072, 09073, 09074, 09075, 09076, 09077, 00953, 00954**, 00504, 00186, 00187, 00188, 00189, 00126, 00127, 00128, 00418, 00419, 00420, 00421, 00422, 00423, 00424, 00425. Ten vehicles (in bold text above) have been awarded funding for replacement but need to be included in the current TIP until the grant is formally approved. The other units, if ranked high enough within the state's PTMS process throughout the year, will be replaced with 40' heavy-duty low-floor buses. These replacement vehicles will all be ADA accessible.

Heavy Duty Forty-Foot Battery Electric Bus Replacement (STBG, 5339)

CyRide's goal is to have 17 battery-electric buses (BEBs) total within its fleet operating throughout its system. It currently has two BEBs operating with another five on order for a total of seven. CyRide was awarded Surface Transportation Block Grant (STBG) funding to an already approved contract to upgrade a 40-foot standard heavy-duty bus replacement (federally funded with either 5307, CMAQ/CRP or 5339) to a 40-foot battery electric bus. The forty-foot bus specifically identified to be replaced and upgraded to a battery electric bus in 2025 is 09071. Bus costs have increased dramatically since the beginning of the pandemic therefore additional funding is needed to complete this procurement with battery-electric bus cost estimate at \$1,228,412. The Ames Area Metropolitan Planning Organization has approved funding at \$337,050 federal for FY2025 for this BEB upgrade.

Additionally, CyRide plans to request discretionary funding for battery electric buses in the next year. Four large diesel forty-foot diesel buses have exceeded FTA guidelines for useful life and will be replaced with BEBs. Bus numbers for this request are: 00429, 00430, 00431, and 00432. If funded, this will further CyRide's goal to attain 17 total BEBs to operate throughout the Ames community making it even more sustainable. All battery electric buses will be ADA accessible.

Fire Mitigation Building Improvements (PTIG)

CyRide is requesting funding for phase one of fire mitigation building improvement project to be added within lanes 1 & 2 of the facility to mitigate and help contain any fires that might occur with battery electric buses parked in this area. Lanes 1 & 2 were originally built in 2005, over 18 years ago. The overall goal of this project will be to mitigate any electric fires from bus batteries spreading throughout the rest of CyRide's facility. This project includes the following improvements within lanes 1 and 2 of CyRide's facility:

- Change the existing 0.2 density sprinkler system to a 0.4 density system by upsizing the existing water pipes to provide increased water supply
- Upgrade the existing K8 sprinkler heads to K11.2 sprinkler heads to accommodate increased water flow that a 0.4 density system requires. This phase 1 request for PTIG funding will support sprinkler replacement for one-third of lanes 1 and 2. CyRide intends to request a phase 2 project next year for the other two-thirds of these lanes as CyRide plans to purchase additional BEB's parked in this area of the facility.
- Provide a new connection to the City of Ames water main to support expanded flow rates of the new sprinklers allowing future expansion of the sprinkler system.
- Add a 3-hour coiling garage fire door at the west entrance of lanes one and two that will automatically deploy/close when fire is detected in these lanes.
- Replace existing rated hollow metal person doors with 3-hour doors to mitigate any fires from spreading throughout the facility.

9 - Changing an Approved TIP

Often after development and subsequent adoption of the TIP, changes may need to be made to the list of programmed projects. Examples of changes might be adding or deleting projects, moving a project between years in the TIP, adjusting project cost, or changing the vehicle numbers of transit vehicles.

A major requirement of a project receiving Federal transportation funds is for the project to be included in the TIP and Statewide Transportation Improvement Program (STIP). Once a project has received Federal Authorization for construction it does not need to be included in the TIP. This is one of two major reasons for adding or deleting a project from the TIP. The other major reason for adding a project is the awarding of a grant for a project, which can happen throughout the year.

Changes to the TIP are classified as either **amendments** or **administrative modifications** and are subject to different AAMPO Transportation Policy Committee and public review procedures.

9.1 Amendments

Amendments are major changes that may involve the following:

Project Cost: Projects in which the recalculated project costs increase Federal aid by more than 30 percent or increase the Federal aid by more than \$2 million from the original amount.

Schedule Changes: Projects added or deleted from the TIP.

Funding Source: Projects receiving additional Federal funding sources.

Scope Changes: Changing the project termini, project alignment, the amount of through traffic lanes, type of work from an overlay to reconstruction, or a change to include widening of the roadway.

Amendments are presented to the Transportation Policy Committee and a public comment period is opened, which continues until the next policy committee meeting. The Transportation Policy Committee meets on an as needed basis, providing a 3–4-week public comment period for amendments. Public comments are shared with the Transportation Policy Committee and action is taken on the amendment.

9.2 Administrative Modifications

Administrative modifications are minor changes that may involve the following:

Project Cost: Projects in which the recalculated project costs do not increase Federal aid by more than 30 percent or does not increase the Federal aid by more than \$2 million from the original amount.

Schedule Changes: Changes in schedule for projects included in the first four years of the TIP.

Funding Source: Changing funding from one source to another.

Scope Changes: Any changes to the scope require an amendment and cannot be approved through an administrative modification.

Administrative modifications are processed internally and are shared with the Transportation Policy Committee, the public, and AAMPO stakeholders as information items.

Appendix A – Resolution of Adoption

[Placeholder for Resolution of Adoption]

Appendix B – Self-Certification of Planning Activities

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 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27,37, and 38, 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:



John Haila, Chair
Transportation Policy Committee

1/23/24
Date

Appendix C – List of Federal and State Funding Programs

Federal Funding Sources

Projects identified in TIPs utilize, or are based upon, several different sources of federal funding. The primary sources of FHWA funding in Iowa include:

- **Bridge Formula Program (BFP).** The BFP provides funding for highway bridge replacement, rehabilitation, preservation, protection, and construction projects on public roads. BFP funds are apportioned to states on a formula basis. A significant portion of Iowa's BFP funds will be utilized to implement bridge construction projects in Iowa's cities and counties through the DOT's City Bridge Program and by directly targeting BFP funds to Iowa's 99 counties.
- **Carbon Reduction Program (CRP).** CRP provides funding for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources. CRP funds are apportioned to states on a formula basis. A portion of this funding is allocated to MPOs.
- **Congestion Mitigation and Air Quality Improvement Program (CMAQ).** CMAQ provides flexible funding for transportation projects and programs to help meet the requirements of the Clean Air Act. These projects can include those that reduce congestion and improve air quality. CMAQ funds are apportioned to states on a formula basis.
- **Discretionary Grants (GRNT).** The FHWA administers discretionary grant programs through various offices representing special funding categories. Examples of discretionary grant awards include awards from programs including Rebuilding American Infrastructure with Sustainability and Equity (RAISE), Nationally Significant Multimodal Freight and Highway Projects (INFRA), National Infrastructure Project Assistance Program (MEGA), Rural Surface Transportation Grant Program, Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT), and Safe Streets and Roads for All (SS4A), among many others. Discretionary funds are awarded to applicants based on the merits of the proposed project(s), that is, project sponsors compete for these monies with no guarantee of success.
- **Earmark (ERMK).** Projects with funding identified directly in federal Authorization or Appropriations bills are considered earmark funds. The projects are funded with money set aside for Community Project Funding/Congressionally Directed Spending and awarded by members of Congress.

- **Federal Lands Access Program (FLAP) and Tribal Transportation Program (TTP).** The FLAP Program provides funding for projects that improve transportation facilities that provide access to or are located within federal lands. The FLAP funding will be distributed through a grant process where a group of FHWA, Iowa DOT, and local government representatives will solicit, rank, and select projects to receive funding. The TTP provides safe and adequate transportation and public road access to and within Indian reservations and Indian lands. Funds are allocated among the Tribes through a statutory formula based on tribal population, road mileage, and average tribal shares under the SAFETEA-LU Indian Reservation Road program.
- **Highway Safety Improvement Program (HSIP).** is a core federal-aid program that funds projects with the goal of achieving a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal land. A portion of this funding is targeted for use on local high-risk roads and railway-highway crossings.
- **Metropolitan Planning Program (PL).** BIL directs FHWA to apportion funding as a lump sum for each State then each State's PL apportionment is calculated based on a ratio specified in law. The State DOT is then required to make the PL funds available to MPOs in accordance with a formula developed by the State DOT and approved by the FHWA. PL funds are available for MPOs to carry out the metropolitan transportation planning process required by 23 U.S.C. 134, including development of metropolitan area transportation plans and transportation improvement programs. For programming purposes MPOs should program only the new PL target provided by the Systems Planning Bureau. Any carryover funds identified by Systems Planning need not be added to, or subtracted from, the PL target.
- **National Highway Freight Program (NHFP).** NHFP funds are distributed to states via a formula process and are targeted towards transportation projects that contribute to the efficient movement of freight on the National Highway Freight Network. Ten percent of NHFP funds will be targeted towards non-DOT sponsored projects.
- **National Highway Performance Program (NHPP).** NHPP funds are available to be used on projects that improve the condition and performance of the National Highway System (NHS), including some state and U.S. highways and interstates.
- **State Planning and Research (SPR).** SPR funds are available to fund statewide planning and research activities. A portion of SPR funds are provided to RPAs to support transportation planning efforts.
- **Surface Transportation Block Grant Program (STBG).** This program is designed to address specific issues identified by Congress and provides flexible funding for projects to preserve or improve the condition/performance of transportation facilities, including any federal-aid highway or public road bridge. STBG funding may

be utilized on:

- Roadway projects on federal-aid routes
- Bridge projects on any public road
- Transit capital improvements
- TA Set-Aside eligible activities
- Planning activities

Iowa targets STBG funding to each of its 27 MPOs and RPAs on an annual basis for programming based on regional priorities. RPA STBG funds awarded to cities are eligible to be swapped for state Primary Road Funds.

- **Transportation Alternatives Setaside Program (TAP).** This program is a set-aside from the STBG program. The TA Set-Aside provides funding for a variety of generally smaller-scale transportation projects such as pedestrian and bicycle facilities; construction of turnouts, overlooks, and viewing areas; community improvements such as historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity; recreational trails; safe routes to school projects; and vulnerable road user safety assessments.

Iowa targets TA Set-Aside funding to each of its 27 MPOs and RPAs on an annual basis for programming based on regional priorities. All projects programmed with TA Set-Aside funds are required to be verified by the Systems Planning Bureau to ensure compatibility with TA Set-Aside eligibility.

Iowa DOT-Administered Grant Program Funding Sources

In addition to the federal funding sources listed above, the Iowa DOT administers several grant programs that are funded, in part, with the federal sources identified above. Projects awarded grant funding must be documented in the TIP. These grant awards are distributed through an application process. State administered grant programs include:

- **City Bridge Program.** A portion of STBG funding dedicated to local bridge projects is set aside for the funding of replacement or rehabilitation of city-owned bridges that have been classified by an engineering inspection as poor. Projects are rated and prioritized by the Local Systems Bureau with awards based upon criteria identified in the application process. Projects awarded grant funding are subject to a federal-aid obligation limitation of \$1,500,000.
- **Highway Safety Improvement Program – Local (HSIP-Local).** This program is funded using a portion of Iowa's Highway Safety Improvement Program apportionment and funds county and city low-cost to medium-cost systemic safety improvements. Federal HSIP funding targeted towards these local projects is swapped for Primary Road Fund dollars.

- **Iowa Clean Air Attainment Program (ICAAP).** The ICAAP funds projects with the highest potential for reducing transportation-related congestion and air pollution that improve motor vehicle traffic flow, reduce traffic congestion and vehicle-miles of travel, and reduce single-occupant vehicle travel. This program utilizes \$4 million of Iowa's CMAQ apportionment annually.
- **Recreational Trails Program.** This program provides federal funding for both motorized and nonmotorized trails and trail-related projects and is funded through a takedown from Iowa's TA Set-Aside funding. The decision to participate in this program is made annually by the Iowa Transportation Commission.
- **Statewide Transportation Alternatives Set-Aside Program.** This program makes available federal TA Set-Aside funds to locally sponsored projects that emphasizes the expansion of the multi-modal trail network through the completion of trail linkages, safe routes to school projects, and projects located immediately adjacent to a state-designated Iowa Byway.

Federal and State Transit Funding Programs

Like the FHWA programs listed above, the transit funding authorized by the BIL is managed in several ways. The largest amount is distributed, by formula, to states and large metropolitan areas. Other program funds are discretionary, and some are earmarked for specific projects. Program funds include:

- **Metropolitan Transportation Planning program (Section 5303 and 5305).** FTA provides funding for this program to the state based on its urbanized area populations. The funds are dedicated to support transportation planning projects in urbanized areas with more than 50,000 persons.
- **Statewide Transportation Planning program (Section 5304 and 5305).** These funds come to the state based on population and are used to support transportation planning projects in nonurbanized areas. They are combined with the Section 5311 funds and allocated among Iowa's RPAs.
- **Urbanized Area Formula Grants program (Section 5307).** FTA provides transit operating, planning and capital assistance funds directly to local recipients in urbanized areas with populations over 50,000. Assistance amounts are based on population and density figures and transit performance factors for larger areas. For urbanized areas between 50,000 to 199,999 in population, transit agencies are eligible to receive additional Small Transit Intensive Cities (STIC) funds stipends if the transit service meets or exceeds any of the six STIC performance criteria. Local recipients must apply directly to the FTA.

- **Bus and Bus Facilities Program (Section 5339).** This funding source is split into three categories: formula, discretionary, and low or no emission vehicle projects. The formula program provides federal assistance for major capital needs, such as fleet replacement and construction of transit facilities. All transit systems in the state are eligible for this program and projects are selected through the PTMS process. The discretionary bus and bus facilities grant program, or 5339(b), is a competitive grant program. Iowa DOT typically submits a statewide application on behalf of Iowa public transit agencies and uses the vehicle replacement list generated by the PTMS rankings as the basis for the project submitted. The low or no mission vehicle program, 5339(c), provides funding for alternative power or fuel vehicles and/or facilities. Iowa DOT will submit an application for transit agencies interested in those technologies. For the 5339(b) and 5339(c) programs, larger public transit agencies serving populations over 50,000 can apply directly to FTA if they desire.
- **Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310).** Funding is provided through this program to increase mobility for the elderly and persons with disabilities. Part of the funding is administered along with the nonurbanized funding with the remaining funds allocated among urbanized transit systems in areas with a population of less than 200,000. Urbanized areas with more than 200,000 in population receive a direct allocation.
- **Formula Grants for Rural Areas (Section 5311).** This program provides capital and operating assistance for rural and small urban transit systems. Fifteen percent of these funds are allocated to intercity bus projects. A portion of the funding is also allocated to support rural transit planning. The remaining funds are combined with the rural portion of Section 5310 funds and allocated among regional and small urban transit systems based on their relative performance in the prior year. Note, CyRide is not eligible for this funding.
- **Rural Transit Assistance Program (RTAP) (Section 5311(b)(3)).** This funding is used for statewide training events and to support transit funding fellowships for regional and small urban transit staff or planners. Note, CyRide is not eligible for this funding.
- **FHWA Flexible funds.** Certain Title 23 funds may be used for transit purposes. Transit capital assistance is an eligible use of STBG funds. Transit capital and startup operating assistance is an eligible use of CMAQ/ICAAP funds. When CMAQ/ICAAP and STBG funds are programmed for transit projects, they are transferred to the FTA. The CMAQ/ICAAP funds are administered by the Iowa DOT's Public Transit team. STBG funds for small urban and regional transit systems are also administered the Public Transit team.
- **State Transit Assistance (STA).** All public transit systems are eligible for funding. These funds can be used by the public transit system for operating, capital, or planning expenses related to the provision of open-to-the-public passenger

transportation. The majority of the funds received in a fiscal year are distributed to individual transit systems on the basis of a formula using performance statistics from the most recent available year.

- **STA Fellowship Program.** Each year \$175,000 is set aside from the total STA funds to provide large urban transit systems not eligible for RTAP funding with fellowships to attend transit training conferences and seminars or to purchase transit-related training materials.

STA Special Projects. The Iowa DOT sets aside approximately \$196,900 annually from the State Transit Assistance (STA) fund for Special Projects. Special Projects are extraordinary, emergency, or innovative in nature. Grants can include projects which support transit services developed in conjunction with human service agencies or local community partners or statewide projects to improve public transit in Iowa. Projects are intended to assist with start-up of new services that have been identified as needs by health, employment or human service agencies or other community partners. Statewide projects may be used on transit marketing and projects exploring new transit technologies. Applications are available to public transit agencies through the BlackCat software.

- **Public Transit Infrastructure Grant Fund (PTIG).** This is a state program that can fund transit facility projects that involve new construction, reconstruction, or remodeling. To qualify, projects must include a vertical component. Project applications are typically due the first business day of May each year through the BlackCat software.

Appendix D – 2024 AAMPO Regional Grant Program NOFOs

The following pages contain the AAMPO's calendar year 2024 notice of funding opportunities (NOFOs) for the Surface Transportation Block Grant (STBG), Carbon Reduction Program (CRP), and the Transportation Alternatives Program (TAP).

- STBG & CRP NOFO (pages 47-49)
- TAP (TA Set-Aside) NOFO (pages 50-52)



February 1, 2024

Subject: NOTICE OF FUNDING OPPORTUNITY
Surface Transportation Block Grant (STBG) & Carbon Reduction Program (CRP)

The Ames Area MPO is now accepting applications for the regional Surface Transportation Block Grant (STBG) Program and Carbon Reduction Program (CRP). All AAMPO member agencies who are eligible to receive STBG and/or CRP funding may apply.

The STBG Program is a federal program with the purpose of promoting flexibility in state and local transportation decisions and providing funding to best address state and local transportation needs. The AAMPO is allocated STBG funding to award to its member agencies and governments for eligible regional transportation projects and initiatives.

The CRP Program is a federal grant program which provides funding for projects designed to reduce transportation emissions. The AAMPO is allocated CRP funding to award to its member agencies and governments for eligible regional transportation projects and initiatives.

Eligible Projects: The following are projects eligible for funding:

- Federal-aid roadway projects (maintenance/rehab, new construction, capacity expansion, safety improvements, etc.) **STBG only**
- Bridge projects on any public road **STBG only**
- Pedestrian/bicycle infrastructure projects (trails, shared-used paths, bike lanes) **STBG & CRP (also eligible for TAP, see separate NOFO for TAP application)**
- Transit capital projects **STBG only**
- Intelligent transportation system (ITS) projects **STBG & CRP**
- Electric vehicle charging infrastructure and vehicle-to-grid infrastructure projects **STBG & CRP**

All projects (except for federal-aid roadway maintenance/rehab projects and transit capital projects) must be directly identified in the AAMPO's Metropolitan Transportation Plan "Forward 2045" to be eligible to receive funding. Federal-aid roadway maintenance/rehab projects and transit capital projects must demonstrate alignment with Forward 2045.

Available Funding: Please contact Kyle Thompson at kyle.thompson@cityofames.org to inquire about the amount of available STBG and CRP funding. Funding is available for federal fiscal years 2025 through 2028.

Application: Applicants must complete the application form available at [this link](#). Required components of the application include:

- Application Form Parts A through E
- Additional Attachments (PDF format)
 - A: Project Narrative
 - B: Detailed map
 - C: Sketch-plan and cross-section
 - D: Itemized breakdown of total project costs
 - E: Iowa DOT minority impact statement form ([PDF Form Link](#))

Please contact Kyle Thompson at kyle.thompson@cityofames.org with questions regarding the application process. The AAMPO will provide technical assistance to eligible entities who need help with the application process upon request.

Evaluation: Applications will be scored and evaluated based on the following criteria:

- Benefit to the regional transportation network **(40%)**
 - Operational/accessibility improvements, safety, pavement condition, connectivity, efficiency/reliability, cost-benefit, etc.
- Alignment with the AAMPO Metropolitan Transportation Plan “Forward 2045” and other local, regional, or statewide planning documents, as applicable **(20%)**
- Environmental impact & emissions reduction **(15%)**
- Impact on high-need areas and disadvantaged populations **(10%)**
- Project readiness and understanding of the federal-aid highway project development process **(10%)**
- Public input process **(5%)**

Applicants are encouraged to address all the above criteria in the project narrative (Attachment A in the Application Form Part E checklist).

Timeline: Applications are due **by email to Kyle Thompson** at kyle.thompson@cityofames.org before **4:00 pm CST on March 29, 2024**. Applications received after this deadline will be deemed ineligible and will not be considered for funding.

Received applications will be reviewed by AAMPO staff to ensure eligibility. Eligible projects will then be evaluated and given a score between 0 and 100 based on the aforementioned evaluation criteria. Top-ranking projects recommended for funding from their respective

funding program(s) will be presented to the AAMPO Transportation Technical Committee on May 16, 2024, and the AAMPO Transportation Policy Committee on May 28, 2024, for inclusion into the Draft FFY 2025-2028 Transportation Improvement Program. Funds will be awarded upon the approval of the Final FFY 2025-2028 Transportation Improvement Program on July 9, 2024. Sponsors awarded funding will receive an award letter from the AAMPO. Sponsors not selected for funding will receive a letter from the AAMPO detailing why their project was not selected.

Awarded funds will become available at the start of the federal fiscal year for which they were awarded funding (October 1 of the given fiscal year).

Cost Reimbursement: Funds awarded are provided to project sponsors on a reimbursement basis and are not provided as a lump sum or cash payment in advance of costs being incurred. All projects require project sponsors to pay 100 percent of project costs up front. STBG and CRP program funds may reimburse for up to 80 percent of eligible project costs or up to the approved grant maximum, whichever is less.

Treatment of Projects: Projects funded by the STBG and CRP program will be carried out under the rules and procedures established by the Iowa DOT and US DOT. This includes projects being subjected to, among other things, Davis-Bacon Act prevailing wage requirements and other federal-aid requirements applicable to projects on federal-aid highways (e.g., Build America, Buy America, planning, environmental review, letting, etc.).

Learn More: To learn more about this funding opportunity, please visit:

- https://aampo.org/funding_programs/index.php
- <https://iowadot.gov/grants-programs/Federal-aid-Surface-Transportation-Block-Grant>
- https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm

Questions may be directed to Kyle Thompson at kyle.thompson@cityofames.org or (515) 239-5169.



Kyle Thompson, P.E., PTP
Transportation Planner
Ames Area MPO



February 1, 2024

Subject: NOTICE OF FUNDING OPPORTUNITY
Transportation Alternatives Program (TA Set-Aside)

The Ames Area MPO is now accepting applications for the regional Transportation Alternatives Program (TAP), also known as the Transportation Alternatives (TA Set-Aside) Program. All AAMPO member agencies who are eligible to receive TAP funding may apply (see Section 2.4.2 of the [Iowa DOT TAP Guidance](#) for list of eligible project sponsors).

The Transportation Alternatives Set-Aside (TA Set-Aside or TAP) Program is a new iteration of the former Transportation Enhancements (later Transportation Alternatives) program that has been in existence since 1991. The most recent transportation authorization act, the Infrastructure Investment and Jobs Act (IIJA), was enacted in 2021. Implementation of this act formally allows Iowa DOT to suballocate funds to Iowa's Metropolitan Planning Organizations (MPOs) and Regional Planning Affiliations (RPAs) for competitive selection of projects according to federal and state guidance.

Eligible Projects: The following are projects eligible for funding:

- Pedestrian/bicycle infrastructure projects (trails, shared-used paths, bike lanes, pedestrian/bicycle signals, etc.)
- Safe Routes to School (SRTS) projects
- Any project identified in Section 2.2 of the [Iowa DOT TAP Guidance](#)

Projects must be identified in the AAMPO's Metropolitan Transportation Plan "Forward 2045" to be eligible to receive funding.

Available Funding: Please contact Kyle Thompson at kyle.thompson@cityofames.org to inquire about the amount of available TAP funding. Funding is available for federal fiscal years 2025 through 2028.

Application: Applicants must complete the Iowa DOT's application forms available at https://iowadot.gov/systems_planning/Grant-Programs/Transportation-Alternatives. These forms include:

- Application Form Parts A through F (Word document)
- Part G Checklist and Certification (PDF)

- Form 105101 Minority Impact Statement (PDF)
- Additional Attachments (PDF format preferred)
 - Detailed map
 - Sketch plan and cross section
 - Digital photographs
 - Itemized breakdown of total project costs
 - Official endorsement (resolution)
 - Byway organization letter of support (if applicable)
 - Iowa DOT District Letter of Consent to Submit (if applicable)

Please contact Kyle Thompson at kyle.thompson@cityofames.org with questions regarding the application process. The AAMPO will provide technical assistance to eligible entities who need help with the application process upon request.

Evaluation: Applications will be scored and evaluated based on the following criteria:

- Impact on the regional multi-modal transportation network **(40%)**
 - Network connectivity
 - Safety
 - Accessibility
 - Environmental/Emissions
 - Cost-Benefit
 - Tourism Benefits
- Alignment with the AAMPO Metropolitan Transportation Plan “Forward 2045” and other local, regional, or statewide planning documents, as applicable **(25%)**
- Project need and impact on high-need areas and disadvantaged populations **(15%)**
- Project readiness and understanding of the federal-aid highway project development process **(10%)**
- Maintenance plan **(5%)**
- Public input process **(5%)**

Applicants are encouraged to address all the above criteria in the narratives provided in Part F of the application form.

Timeline: Applications are due **by email to Kyle Thompson** at kyle.thompson@cityofames.org before **4:00 pm CST on March 29, 2024**. Applications received after this deadline will be deemed ineligible and will not be considered for funding.

Received applications will be reviewed by Iowa DOT and AAMPO staff to ensure eligibility. Eligible projects will then be evaluated and given a score between 0 and 100 based on the aforementioned evaluation criteria. Top-ranking projects recommended for funding will be

presented to the AAMPO Transportation Technical Committee on May 16, 2024, and the AAMPO Transportation Policy Committee on May 28, 2024, for inclusion into the Draft FFY 2025-2028 Transportation Improvement Program. Funds will be awarded upon the approval of the Final FFY 2025-2028 Transportation Improvement Program on July 9, 2024. Sponsors awarded funding will receive an award letter from the AAMPO. Sponsors not selected for funding will receive a letter from the AAMPO detailing why their project was not selected.

Awarded funds will become available at the start of the federal fiscal year for which they were awarded funding (October 1 of the given fiscal year).

Cost Reimbursement: Funds awarded are provided to project sponsors on a reimbursement basis and are not provided as a lump sum or cash payment in advance of costs being incurred. All projects require project sponsors to pay 100 percent of project costs up front. TAP program funds may reimburse for up to 80 percent of eligible project costs or up to the approved grant maximum, whichever is less.

Treatment of projects: Projects funded by the TAP program will be carried out under the same rules and procedures as a highway project on a federal-aid highway. This subjects all projects to, among other things, Davis-Bacon Act prevailing wage requirements and other federal-aid requirements applicable to projects on federal-aid highways (e.g., Build America, Buy America, planning, environmental review, letting, etc.).

Learn More: To learn more about this funding opportunity, please visit:

- https://aampo.org/funding_programs/tap.php
- https://iowadot.gov/systems_planning/Grant-Programs/Transportation-Alternatives

Questions may be directed to Kyle Thompson at kyle.thompson@cityofames.org or (515) 239-5169.



Kyle Thompson, P.E., PTP
Transportation Planner
Ames Area MPO

Appendix E – Sponsor Requests for Project Modifications

The AAMPO received a request from CyRide (request letter shown on the following pages) to increase the amount of previously awarded STBG funding by \$152,050 for the following projects as shown:

TPMS ID	Funding Program	Description	FFY	Previous STBG Award	Requested STBG Amount
48396	STBG	CyRide: Vehicle Replacement	2025	\$225,000	\$377,050
52480	STBG	CyRide: Vehicle Replacement	2026	\$225,000	\$377,050
53499	STBG	CyRide: Vehicle Replacement	2027	\$225,000	\$377,050

This request was made due to the dramatic increase in the cost of battery electric buses. As such, the AAMPO chose to approve this request and incorporate the subsequent funding increases in this TIP.

From: Atwood, Shari
Sent: Thursday, February 1, 2024 5:51 PM
To: Thompson, Kyle
Cc: Neal, Barbara
Subject: STBG Increase Request for Years 2025, 2026, 2027

Follow Up Flag: Flag for follow up
Flag Status: Completed

Kyle,

The prices of buses have dramatically increased over the past few years as a direct result of supply chain shortages from the pandemic. This is especially true for the battery electric buses.

CyRide's first two battery electric buses delivered in April 2023 cost \$857,378 each based on pre-pandemic pricing. This price increased by 35% for our November 2023 order for five (5) battery electric buses costing \$1,157,896 each. CyRide will only receive \$591,741 for the base 40-foot bus in federal funding from the Iowa DOT for this bus. This leaves \$566,155 needed to fully fund the upgrade with either STBG or 100% local funding. I've increased the costs below by 3% a year illustrating that over \$583,140 is needed in 2025, \$600,634 in 2026 and \$618,653 in 2027.

Due to the high cost of BEB's, CyRide's overall plan is to upgrade one bus a year from a standard 40' HD bus to a battery electric bus with the assistance of STBG funding. For the 2025, 2026 STBG funding rounds, CyRide was awarded \$225,000 in each year by the AAMPO for these upgrades. CyRide has not increased that annual request since its initial STBG request in 2020 which was \$225,000. Now the battery electric buses (BEB's) cost 35% more leaving a shortage/difference between \$241,512 and \$269,922 each year between 2025-2027. Overall, \$766,941 more is needed to fund the shortage at 80% levels between 2025-2027.

CyRide understands there is uncommitted STBG funding available that could be allocated for a portion of these unanticipated increases. At this time, CyRide would like to request an additional \$152,050 more each year in STBG for past years' awards in 2025, 2026 & 2027 to help cover this shortage. This is an additional \$456,150 more in STBG between 2025 and 2027 programmed for buses. CyRide will fund the remaining portion of the buses with 100% local.

	FY2025	FY2026	FY2027	Total
Battery Electric Bus Cost Estimate	\$1,192,633	\$1,228,412	\$1,265,264	
TOTAL Base Programming Guidance funded through Iowa DOT 5339 or CMAQ	\$609,493	\$627,778	\$646,611	
TOTAL BEB upgrade Cost funded via CyRide or STBG grant	\$583,140	\$600,634	\$618,653	
STBG MAXIMUM FOR NEED				
STBG 80% Needed (of upgrade cost above)	\$466,512	\$480,507	\$494,922	\$1,441,941
Previous STBG Award	\$225,000	\$225,000	\$225,000	\$675,000
Shortage/Difference Need	\$241,512	\$255,507	\$269,922	\$766,941
STBG TO BE ALLOCATED PER UNCOMMITTED FUNDING AVAILABLE				
Total AAMPO STBG	\$377,050	\$377,050	\$377,050	\$1,131,150

Previous STBG Award	\$225,000	\$225,000	\$225,000	\$675,000
Shortage/Difference STBG To Be Awarded	\$152,050	\$152,050	\$152,050	\$456,150

After our previous discussions, CyRide requests that the AAMPO increase its STBG allocation to CyRide during the years of FY2025, FY2026 & FY2027 to \$377,050 federal for each year instead of the \$225,000 previously awarded.

Thank you so much for this consideration. If I can provide additional details, please let me or Barb know.

Shari Atwood

CyRide Transit Planner & EEO Officer

515.239.5539 *main* | 515.250.7379 *cell* | 515.239.5578 *fax*

shari.atwood@cyride.com | 601 N. University Blvd. | Ames, IA 50010

Appendix F – Public Comments

[Placeholder for public comments on the draft program.]

TRANSPORTATION POLICY COMMITTEE ACTION FORM

SUBJECT: **FINAL FY 2024/2025 TRANSPORTATION PLANNING WORK PROGRAM**

BACKGROUND:

The Fiscal Year 2024/2025 Transportation Planning Work Program (TPWP) (see **Attachment A**) is the regional work plan developed by the Ames Area Metropolitan Planning Organization (AAMPO) for the fiscal year beginning July 1, 2024, and ending June 30, 2025. The TPWP is a requirement of [23 CFR 450.308](#) for metropolitan planning organizations to develop a document identifying work proposed for the next one-year period by major activity and task. The document includes details to indicate who will perform the planning activity, the schedule for completing the activity, what products should result from each activity, funding for each activity, as well as a total program budget.

Each fiscal year, Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding is allocated by the Iowa Department of Transportation (DOT) to each of the Iowa MPOs for use in conducting the planning activities identified in the TPWP. The following table breaks down the FY 2040/2025 funds the AAMPO will be allocated by funding source.

Source	Amount
FHWA PL Carryover	\$73,080
FTA 5305d Carryover	\$4,579
FHWA PL New	\$125,988
FTA 5305d New	\$47,389
FHWA STBG New	\$440,000
Comp. Streets Set-Aside New	\$3,260
Iowa DOT HSIP-SWAP	\$9,600
TOTAL:	\$703,896

Starting on page 12, the FY 2040/2025 TPWP organizes the anticipated planning activities to be performed by the AAMPO into 8 work elements. These elements are:

1. Administration
2. Transportation Improvement Program (TIP)
3. Transit Planning
4. Comprehensive Planning
5. Complete Streets
6. Long-Range Transportation Planning
 - a. Long-Range Planning
 - b. Metropolitan Transportation Plan (MTP) Consultant
 - c. SS4A Comprehensive Safety Action Plan Consultant
 - d. Modeling Software Procurement
7. Transportation Data
 - a. Data Management
 - b. Data Procurement

8. Special Studies

- a. TSMO/Regional ITS Architecture Document Consultant
- b. E Lincoln Way (Duff Ave – S Skunk River) Study Consultant

Page 28 of the FY 2025 TPWP shows a comprehensive budget table which details the budgeted amount allocated to each of the eight work elements and their sub-activities. **The AAMPO has budgeted a total of \$934,260 in FY 2025, \$677,660 of which will come from the aforementioned \$703,896 in federal and state funding. The remaining funds will come from local match (and Safe Streets and Roads for All (SS4A) grant program funding in the case of the Comprehensive Safety Action Plan).** There is a total of \$26,236 in budgeted unobligated federal funds, which can be used as carryover in a future fiscal year. The budget and unobligated amount conform with the MPO/RPA Carryover Policy described in Appendix E of the TPWP.

On March 26, 2024, the Transportation Policy Committee unanimously approved the Draft FY 2025 TPWP, thereby establishing a public comment period from March 27, 2024, to April 30, 2024. No public comments were received. Additionally, federal and state partners reviewed the draft document and staff addressed their minor comments in the final version. The Final TPWP is due to state and federal partners by June 1, 2024.

ALTERNATIVES:

1. Approve the Final FY2040/2025 Transportation Planning Work Program.
2. Approve the Final FY 2040/2025 Transportation Planning Work Program, with Transportation Policy Committee modifications.

MPO DIRECTOR'S RECOMMENDED ACTION:

The Transportation Technical Committee has reviewed the Draft FY 2025 Transportation Planning Work Program and unanimously recommends approval. This establishes the work to be performed over the next fiscal year, including a good portion of the Metropolitan Transportation Plan update. Therefore, it is the recommendation of the MPO Executive Director that the Transportation Policy Committee adopt Alternative No. 1, as noted above.

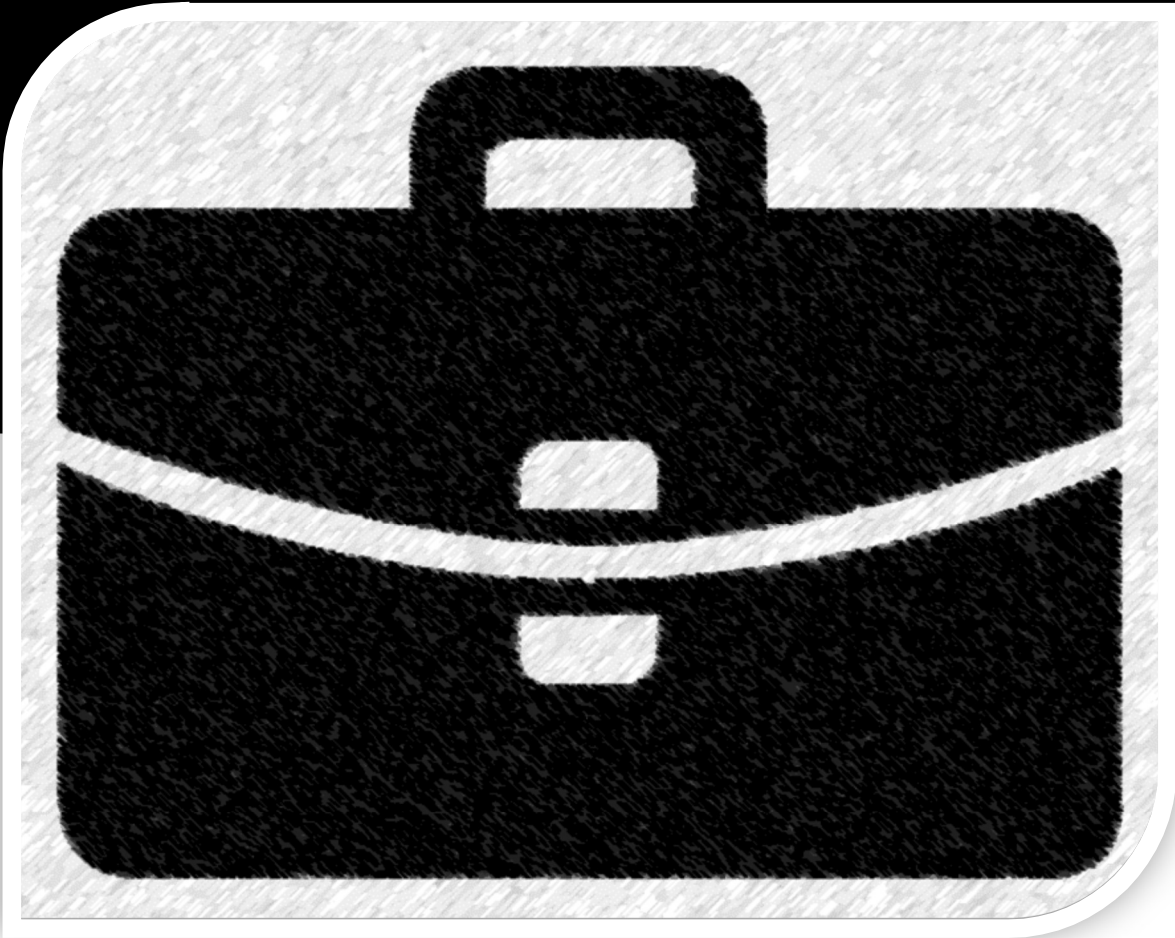
ATTACHMENT(S):

[Attachment A - Final FY 2025 TPWP.pdf](#)

FINAL

Transportation Planning Work Program

Fiscal Year 2025



Ames Area
MPO

The Ames Area Metropolitan Planning Organization prepared this report with funding from the U.S. Department of Transportation's Federal Highway Administration and Federal Transit Administration, and in part through local matching funds of the Ames Area MPO member governments. These contents are the responsibility of the Ames Area MPO. The U.S. government and its agencies assume no liability for the contents of this report or for the use of its contents. The Ames Area MPO approved this document on May 28, 2024. Please call (515) 239-5160 to obtain permission to use.

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1 - Introduction

1.1 Document Purpose

The Fiscal Year 2025 Transportation Planning Work Program (TPWP) is the regional work plan developed by the Ames Area Metropolitan Planning Organization (AAMPO) for the fiscal year beginning July 1, 2024, and ending June 30, 2025. The TPWP is a requirement of [23 CFR 450.308](#) for metropolitan planning organizations to develop a document identifying work proposed for the next one-year period by major activity and task. The document includes details to indicate who will perform the planning activity, the schedule for completing the activity, what products should result from each activity, funding for each activity, and the total program budget.

1.2 AAMPO Overview and Planning Area

AAMPO was officially designated the MPO of the Ames urbanized area by the Governor of Iowa in March 2003. This designation was the result of the Ames urbanized area having a population greater than 50,000 in the 2000 Census. As a result of the 2010 Census, the urbanized areas of Ames and Gilbert were combined into one urbanized area, therefore requiring the Metropolitan Planning Area Boundary be expanded to encompass this area in its entirety. The current boundary, a result of the 2020 Census and urban area adjustment, was adopted by the AAMPO on January 23, 2024 (shown in Figure 1).

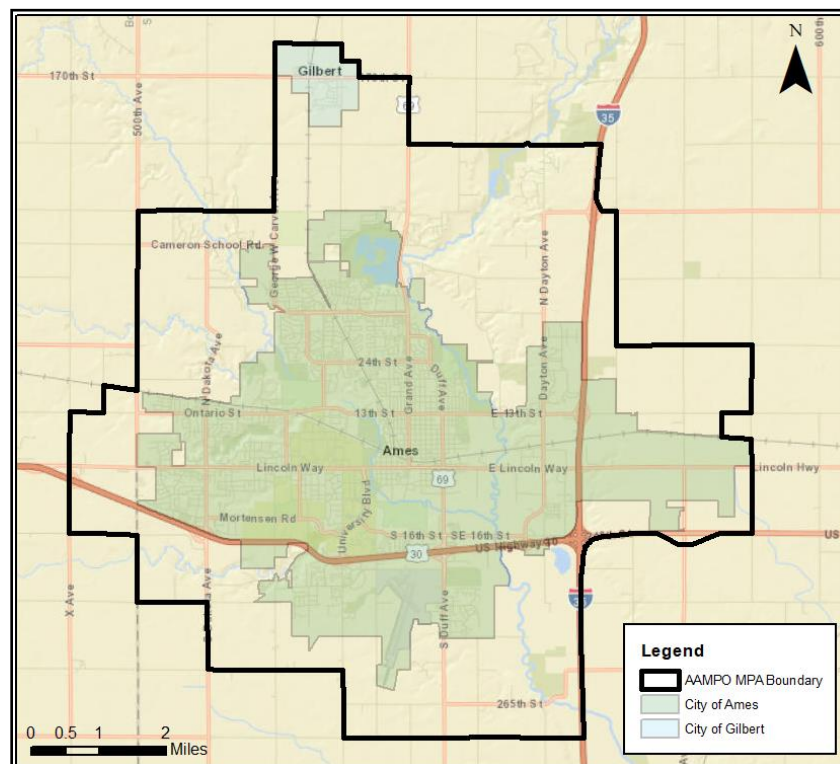


Figure 1: AAMPO Boundary (Adopted Jan 23, 2024)

The AAMPO provides and coordinates various transportation planning and improvement efforts throughout the Ames urban area and consists of two standing committees: The Transportation Policy Committee and the Transportation Technical Committee.

1.3 Transportation Policy Committee

The Transportation Policy Committee (TPC) is the governing body of the AAMPO, and its membership consists of representatives from AAMPO member agencies. Currently, the TPC membership includes the City of Ames, City of Gilbert, Ames Transit Agency (CyRide), Boone County, and Story County. The Iowa Department of Transportation, Federal Highway Administration, Federal Transit Administration, and Iowa State University have advisory, non-voting, representatives.

Transportation Policy Committee Membership		
<i>Representative Agency</i>	<i>Member</i>	<i>Representative Agency Role</i>
City of Ames (Chair)	John Haila	Mayor
City of Ames	Gloria Betcher	Council Member
City of Ames	Tim Gartin	Council Member
City of Ames	Anita Rollins	Council Member
City of Ames	Rachel Junck	Council Member
City of Ames	Bronwyn Beatty-Hansen	Council Member
City of Ames	Amber Corrieri	Council Member
Boone County	Bill Zinnel	Board of Supervisors
Story County	Linda Murken	Board of Supervisors
Ames Transit Agency (CyRide)	Jian Janes	CyRide Board Member
City of Gilbert	Jonathan Popp	Mayor
Iowa Dept. of Transportation ‡	Shelby Ebel	District 1 Transportation Planner
Federal Highway Administration ‡	Dakin Schultz	Iowa Division Community Planner
Federal Transit Administration ‡	Daniel Nguyen	Region 7 Community Planner
Iowa State University ‡	Brandi Latterell	Director for Planning Services

‡ Non-voting

1.4 Transportation Technical Committee

The Transportation Technical Committee (TTC) serves as the primary advisory body to the TPC, and its membership consists of technical personnel from various regional agencies involved in transportation planning efforts and transportation project programming within the AAMPO planning area. Currently, the TTC membership includes the City of Ames, City of Gilbert, Ames Transit Agency (CyRide), Boone County, Story County, Iowa State University, Ames Community School District, Gilbert Community School District, and the Ames Economic Development Commission. The Iowa Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration have advisory, non-voting, representatives.

Transportation Technical Committee Membership		
Representative Agency	Member	Representative Agency Role
City of Ames (Chair)	Damion Pregitzer	Traffic Engineer
City of Ames (Vice-Chair)	Justin Moore	Planner
City of Ames	Kelly Diekmann	Director of Planning & Housing
City of Ames	Tracy Peterson	Municipal Engineer
City of Ames	Justin Clausen	Operations Manager
City of Ames	Mark Gansen	Civil Engineer II
City of Ames	Joshua Thompson	Parks & Facilities Superintendent
City of Gilbert	Scott Williams	City Engineer (<i>Strand Associates</i>)
Ames Transit Agency (CyRide)	Barbara Neal	Transit Director
Iowa State University	Sarah Lawrence	Campus Planner
Iowa State University	Angie Solberg	Facilities Project Manager
Boone County	Jonathan Bullock	County Engineer
Story County	Darren Moon	County Engineer
Ames Community School Dist.	Gerry Peters	Facilities Director
Gilbert Community School Dist.	Trent Becker	Transportation Manager
Ames Economic Development Commission	Greg Piklapp	Director Econ. Outreach & Gov. Relations
Iowa Dept. of Transportation ‡	Shelby Ebel	District 1 Transportation Planner
Federal Highway Administration ‡	Dakin Schultz	Iowa Division Community Planner
Federal Highway Administration ‡	Sean Litteral	Planning and Development Team Leader
Federal Transit Administration ‡	Daniel Nguyen	Region 7 Community Planner

‡ Non-voting

1.5 Planning Documents Maintained by AAMPO

The AAMPO develops, updates, and maintains the following core planning documents:

- [Transportation Planning Work Program](#) (TPWP)
- [Transportation Improvement Program](#) (TIP)
- [Public Participation Plan](#) (PPP)
- [Metropolitan Transportation Plan](#) (MTP)
- [Passenger Transportation Plan](#) (PTP)

2 – TPWP Development

2.1 TPWP Development Process

The FY 2025 Transportation Planning Work Program was developed from input by AAMPO staff, the AAMPO Transportation Technical Committee, the public, and the AAMPO Transportation Policy Committee. The following milestones describe the process in which the Transportation Planning Work Program was developed.

February 1, 2024 – March 13, 2024 – Initial Draft Development

AAMPO staff developed the initial Draft FY 2025 TPWP.

March 14, 2024 – Transportation Technical Committee Meeting

A review and discussion of the Draft FY 2025 TPWP were undergone by the Transportation Technical Committee.

March 26, 2024 – Transportation Policy Committee Meeting

A review and discussion of the Draft FY 2025 TPWP were undergone by the Transportation Policy Committee and the date of public hearing was set for May 28, 2024.

March 27, 2024 – April 30, 2024 – Public Input Period

A public comment period for the Draft FY 2025 TPWP was established from March 27 through April 30, 2024. During the comment period, the draft document was posted on the MPO website, aampo.org, and notifications were distributed to the public. Comments could be submitted via online form, email, mail, and by phone. A public input session was also held virtually via Microsoft Teams on April 1, 2024.

April 1, 2024 – May 1, 2024 – Review by Federal and State Partners

Federal and State partners at the Federal Highway Administration, Federal Transit Administration, and Iowa Department of Transportation reviewed the Draft FY 2025 TPWP. By May 1, 2024, the MPO received comments to address in the Final FY 2025 TPWP.

May 1, 2024 – May 27, 2024 – Final TPWP Development

AAMPO staff created the Final FY 2025 TPWP based upon feedback from the public, state and federal partners, and members of the AAMPO Technical and Policy Committees.

May 28, 2024 – Transportation Policy Committee Hearing

A public hearing was held by the Transportation Policy Committee to consider adoption of the FY 2025 TPWP with opportunities from the public to respond and present to the committee. This document was then formally approved by the Transportation Policy Committee.

2.2 Planning Priorities

The FY 2025 TPWP addresses the planning goals of the AAMPO, which are:

- Provide a connected transportation system that offers efficient and reliable mobility options for all modes of travel.
- Provide a safe transportation system.
- Consider and mitigate the impacts of the transportation system on the natural and built environment.
- Provide an accessible transportation system which fits within the context of its surroundings and preserves community character.
- Provide a transportation system that supports the regional economy and efficiently moves goods.
- Maintain transportation infrastructure in a state-of-good-repair.

The following is a list of ongoing and future challenges the AAMPO expects to address through projects and planning activities:

- The Ames regional area experiences a high variability in traffic due to weekly commuters, regional commercial weekend traffic, and special events (such as Iowa State football games). AAMPO will leverage emerging technologies as well as automated data collection to generate regional metrics and Transportation Systems Management and Operations (TSMO) strategies in coordination with local agencies to improve traffic operations.
- Some intersections and corridors within Ames are nearing operational capacities and struggle to handle currently observed levels of traffic and users. Through emerging technologies such as adaptive traffic signal control, transit signal priority, widescale data collection, and new ITS communication technologies, AAMPO will ensure projects are planned and executed which attempt to leverage new technologies to maximize operational capabilities and improve intersection and roadway capacities across all modes of travel.
- The AAMPO is starting to place an even greater emphasis on prioritizing projects which benefit underserved populations, and which reduce emissions and minimize or have positive environmental impact. As such, impact on high-need areas and disadvantaged populations and environmental impact and emissions reduction are now evaluation criteria components for project for regional Surface Transportation Block Grant (STBG), Carbon Reduction Program (CRP), and Transportation Alternatives Program (TAP) funding. The AAMPO will also be sure to incorporate these emphases in future planning efforts and transportation plan updates, such as the upcoming Metropolitan Transportation Plan (MTP) update.

2.3 Performance-Based Planning

Performance-based planning and performance management became a focus for State and regional transportation planning with the signing of the 2012 Federal surface transportation bill Moving Ahead for Progress in the 21st Century (MAP-21). The Federal government established seven national goals through MAP-21, and maintained these goals in subsequent Federal legislation, with the purpose of improving decision-making through performance-based planning and programming. Those seven goals are:

- Safety
- Infrastructure Condition
- Congestion Reduction
- System Reliability
- Freight Movement and Economic Vitality
- Environmental Sustainability
- Project Delivery

The AAMPO must establish and use a performance-based approach in transportation decision making to support the national goals. The AAMPO implements these required metrics in coordination with the Iowa DOT (see **Appendix C** for the Performance Management Agreement), which includes setting regional targets for several performance measures established by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). See **Appendix D** for these performance measure targets. Future reports on the AAMPO's progress in reaching regional targets will be included in future MTP documents.

3 – Work Elements

This section will describe each of the eight transportation planning work elements that AAMPO will undergo in Fiscal Year 2025: administration, transportation improvement program, transit planning, comprehensive planning, complete streets, long-range transportation planning, transportation data, and special studies.

3.1 Regional & Federal Planning Goals

Table 1 describes how each of the work elements relate to accomplishing regional transportation planning goals/priorities (listed in the AAMPO's MTP, "[Forward 45](#)") and the federal planning factors that should guide the planning processes conducted by MPOs.

Table 1: Relation of Work Elements and Regional Goals/Planning Factors

		<u>Elem. 1</u> Admin	<u>Elem. 2</u> TIP	<u>Elem. 3</u> Transit	<u>Elem. 4</u> Comp. Planning	<u>Elem. 5</u> Complete Streets	<u>Elem. 6</u> Long- Range Planning	<u>Elem. 7</u> Transpor- -tation Data	<u>Elem. 8</u> Special Studies
Regional Goals	Accessibility	X	X	X	X	X	X		X
	Safety		X	X	X	X	X		X
	Sustainability		X	X	X	X	X		X
	Efficiency & Reliability		X	X	X	X	X	X	X
	Placemaking	X	X	X		X	X	X	X
	Preservation		X	X			X		X
Federal Planning Factors	Economic Vitality		X		X	X	X		X
	Safety		X	X	X	X	X	X	X
	Security		X	X	X	X	X	X	X
	Accessibility & Mobility		X	X	X	X	X		X
	Protect & Enhance the Environment and Promote Conservation	X	X	X	X	X	X		X
	Integration & Connectivity	X	X	X	X	X	X		X
	Efficiency		X	X	X		X	X	X
	Preservation		X	X	X		X		X
	Improve Resiliency & Reliability		X	X	X	X	X	X	X
	Enhance Travel & Tourism	X	X	X	X	X	X		X

3.2 Planning Emphasis Areas

On December 30, 2021, the FHWA and FTA released [updated 2021 planning emphasis areas](#) (PEAs) for use in the development of metropolitan and statewide planning and research programs. The following details how the AAMPO addresses some of these PEAs through its various planning activities and planning document updates.

Climate & Clean Energy – The AAMPO will continue to consider climate impacts (positive and negative) when identifying, prioritizing, and evaluating projects in both TIPs and the MTPs. The new Carbon Reduction Program (CRP) will also be specifically leveraged for projects which reduce carbon and other greenhouse gas emissions. The AAMPO will both inform and encourage its local member agencies to submit projects which will reduce or eliminate greenhouse gas and carbon emissions for funding for this new program.

Equity & Justice – The AAMPO develops and maintains a Public Participation Plan (PPP) and a Limited English Proficiency (LEP) Plan. These plans aim to ensure ample public involvement opportunities for underserved and disadvantaged populations. Additionally, the AAMPO submits Title VI documentation to both the FHWA and FTA, which ensure that the MPO is adhering to applicable Title VI requirements. Title VI prohibits discrimination based on race, color, or national origin in any program or activity that receives federal funding. These documents are all developed as a part of Work Element 1 (Administration). Additionally, impacts to underserved and disadvantaged populations are considered when identifying, prioritizing, and evaluating projects in the TIP and the MTP.

Complete Streets – The AAMPO previously supported the City of Ames in the development of its [Complete Streets Plan](#) in 2018. The latest MTP refers to the Ames Complete Streets Plan and leverages its policies and principles when evaluating the regionwide transportation network and developing and prioritizing projects. The AAMPO also includes a dedicated work element in the TPWP (Work Element 5 - Complete Streets) specifically for Complete Streets planning activities and efforts.

Public Involvement – As previously mentioned, the AAMPO develops and maintains a Public Participation Plan. This plan details how the MPO involves the public and stakeholders in its transportation planning efforts. The MPO recently redesigned its website with plans to update and adopt a new PPP in July 2024.

Planning & Environmental Linkages (PEL) – During MTP updates, the AAMPO always considers environmental, community, and economic goals early in the transportation planning process. These regional goals (identified in **Table 1**) form the foundation of the MTP, its development strategy, and its project prioritization processes.

Data in Transportation Planning – The AAMPO is actively incorporating data within its planning processes and shares its data with its member agencies and stakeholders. Work Element 6 - Transportation Data is dedicated to obtaining and leveraging transportation datasets and utilizing data analytics to strengthen performance-based planning efforts in the region.

Element 1 - Administration

Objective: To initiate and properly manage the “3-C” planning process, ensuring that it is continuous, cooperative, and comprehensive, and in compliance with applicable State and Federal laws and regulations.

Primary FY 2024 Accomplishments:

- Administered the FY 2024 TPWP.
- Developed and approved the FY 2025 TPWP.
- Conducted Transportation Policy Committee and Transportation Technical Committee meetings.
- Attended Iowa DOT quarterly MPO meetings.
- Submitted quarterly planning funding reimbursement requests and semi-annual DBE reports.
- Completed redesign of the AAMPO website at: www.aampo.org.
- Participated in meetings and coordinated with other agencies.
- Developed Draft Public Participation Plan.
- Reviewed and updated Title VI documentation.
- Updated/Amended committee bylaws and 28E Agreement.
- Updated AAMPO’s MPA Boundary and adjusted the Ames Urban Area Boundary

Note, all activities from FY 2024 were completed for this task except for final approval of the Public Participation Plan and Title VI documentation, which will occur in July 2024.

Description:

This task includes all administrative tasks which support activities of the MPO including the following: prepare and submit required documents to maintain the continuity and credibility of the planning process. Sponsor and conduct meetings and provide support to policy and technical committees. Prepare budgets, maintain financial records, and ensure planning funds are spent appropriately. Coordinate activities with participating agencies and other public and private interests.

Purchase/lease supplies, computer equipment and other equipment necessary to carry out planning efforts. Maintain sufficient software and purchase necessary upgrades when beneficial to the AAMPO.

Conducting informational meetings, as well as public hearings, to obtain public input and feedback on ongoing activities. The Public Participation Plan, along with other pertinent documents maintained and developed by the AAMPO are posted online on the MPO website (www.aampo.org). The Public Participation Plan will be evaluated for modifications to evolve with communication preferences, as warranted.

AAMPO staff will participate in conferences, seminars, meetings, and other training opportunities to remain familiar with the latest regulations and techniques related to the transportation planning field as provided by the Federal Transit Administration, Federal Highway Administration, American Planning

Association, Environmental Protection Agency, Iowa Department of Transportation, peer transportation planning organizations, and other agencies and professional organizations.

FY 2025 Products:

- Administer the FY 2025 TPWP.
- Develop and approve the FY 2026 TPWP.
- Approve Final Public Participation Plan (PPP).
- Approve Title VI documentation.
- Review Roadway Federal Functional Classifications (FFCs) (in coordination with state & federal partners) based on the updated Ames urban area boundary.
- Carry out required annual certifications.
- Maintain records and files.
- Complete reports, surveys, and other materials requested by Federal, State, or other governmental agencies.
- Administer meetings for the Transportation Policy Committee and Transportation Technical Committee.
- Participate in regional and state-wide coordination meetings related to transportation planning.
- Participate in conferences, trainings, and meetings pertinent to transportation planning hosted by Federal, State, professional organizations, or other appropriate organizations and agencies.
- Market and perform outreach for MPO planning activities.
- Purchase/lease supplies and equipment as well as maintain sufficient software and upgrades that are beneficial to AAMPO planning efforts.

FY 2025 Schedule:

- Activities for this work element will be ongoing throughout the fiscal year unless noted below.
- The FY 2026 TPWP will be developed and approved during Q3 & Q4 (January-June 2025).

FY 2025 Hours/Budget:

- Total Budget: \$50,000 (Federal - \$40,000; Local - \$10,000)
- MPO Staff Hours: 721

Element 2 – Transportation Improvement Program

Objective: Develop and maintain a regional program of near-term projects that are consistent with the current AAMPO Metropolitan Transportation Plan, “Forward 45”.

Primary FY 2024 Accomplishments:

- Approved and administered the FFY 2024-27 TIP.
- Amended the FFY 2024-27 TIP.
- Developed the FFY 2025-28 TIP.
- Updated the application process for regional STBG, TAP, and CRP funding and conducted an application cycle in Spring 2024.
- Performed and managed regional project programming through the TPMS system.

Note, all activities from FY 2024 were completed for this task.

Description:

The AAMPO is responsible for developing the funding program of transportation projects which utilize federal funds or are regionally significant. The MPO carries out a process for soliciting regional projects for the Surface Transportation Block Grant (STBG), Transportation Alternatives program (TAP), and the Carbon Reduction Program (CRP). The MPO also reviews regional projects seeking Iowa Clean Air Attainment Program (ICAAP) funds to ensure that they conform with established regional transportation goals and initiatives.

Projects which are awarded federal funding, or are regionally significant, are included in the Transportation Improvement Program (TIP). The TIP is developed in coordination with local governments, the state of Iowa, and transit operators. Consistent with the Public Participation Plan, opportunities for public review and comments will be provided for all Transportation Policy Committee actions on the TIP.

FY 2025 Products:

- Approve and administer the FFY 2025-28 TIP.
- Amend and modify the FFY 2025-28 TIP as needed.
- Develop the FFY 2026-29 TIP.
- Undergo the annual regional grant project application cycle (STBG, TAP, CRP) for projects wishing to receive funding in FFY 2026-2029.
- Perform and manage regional project programming through the TPMS system.

FY 2025 Schedule:

- Activities for this work element will be ongoing throughout the fiscal year unless noted below.
- The FFY 2025-28 TIP will be approved in July 2024 and the FFY 2026-29 TIP will be developed during Q4 (April-June 2025).

- The annual regional grant project application cycle (STBG, TAP, CRP) will be undergone during Q3 (January-March 2025) for projects wishing to receive funding in FFY 2026-2029. Projects will be reviewed and potentially incorporated into the Draft FFY 2026-2029 TIP during Q4 (April-June 2025).

FY 2025 Hours/Budget:

- Total Budget: \$8,000 (Federal - \$6,400; Local - \$1,600)
- MPO Staff Hours: 144

Element 3 – Transit Planning

Objective: Enhance a coordinated, accessible, and efficient transit system.

Primary FY 2024 Accomplishments:

- Revised CyRide’s ADA Paratransit service boundary, hours of service, description of service
- Updated Reasonable Modification procedures
- Completed shelter NEPA requirements
- Monitored grant contracts and completed reporting, surveys and other materials as requested by Federal, State or other governmental agencies
- Analyzed DBE threshold requirements for waiver of program requirements
- Completed Automatic Passenger Count Research Project final report
- Developed and Approved Final 2025-2029 Passenger Transportation Plan (PTP)
- Attended and participated in meetings with human service/health organizations and transportation providers organizations for PTP planning to reduce transportation gaps in Ames
- Reviewed and developed FY2024 Capital Plan
- Safety Plan Development & Certification
- Monitored and documented CyRide’s Title VI Program requirements
- Monitored and documented CyRide’s Equal Employment Opportunity Program requirements
- Developed Transit Asset Management (TAM) Plan (performance measures, annual National Transit Database narrative & performance targets updates)
- Transit Service Planning (i.e. route planning, battery electric bus project planning, ADA services)
- Developed and submitted the Draft Ames Area MPO FY2025-2029 Passenger Transportation Plan (PTP) to the Iowa DOT by 2/1/2024
- Submitted the Ames Area MPO FY2025-2029 Passenger Transportation Plan (PTP) to the Iowa DOT by 5/1/2024
- Developed and submitted triennial desk review by 2/29/2024
- Responded to Iowa DOT state/federal audit

Note, all activities from FY 2024 were completed for this task.

Description:

This item involves transit planning issues related to land use and development issues, facility expansion analysis, technology planning, climate action plan updates, ridership surveys and analyses, plans to manage transit agency in accordance with the Federal Transit Administration guidelines, and the development of fixed route transit services. Assets will be managed to ensure they are kept in a state of good repair by strategizing investment decisions with available funding levels. Planning of capital equipment will occur that meets the Americans with Disabilities Act, particularly for technology, bus stop/shelters and buses. The transit agency will work to provide its services without regard to race, color or national origin by monitoring its own separate Title VI program as required by Federal Transit

Administration (FTA). Additionally, the transit agency will work to monitor its Equal Employment Opportunity and Disadvantaged Business Enterprise programs as required by FTA.

Meetings will be held to facilitate the MPO's locally developed coordinated public transit/human-services transportation plan to improve transportation services for the low-income, aging, and disabled populations within the community. Efforts will concentrate on improving operating efficiencies of current services and eliminating gaps where and when transportation is not available. The transportation planner may conduct various planning and ridership studies throughout the year to ensure compliance with federal regulations. The safety officer will also update the safety plan annually through a coordinated process with front line staff. A memorandum of understanding will be periodically updated between the transit agency and the MPO staffs for duties containing metropolitan and statewide planning.

FY 2025 Products:

- Complete various transit planning as required, including the administration and audits of the following programs requiring annual certifications by the transit agency: ADA Planning, Equal Employment Opportunity Program (EEO), Title VI Program, Limited English Proficiency (LEP), Disadvantaged Business Enterprise (DBE), Transit Asset Management Plan, CyRide Safety & Security Plan, and State/Federal reviews and compliance.
- Attend quarterly Passenger Transportation Plan meetings with human & health service organization groups and transportation providers to address transit gaps and needs
- Passenger Transportation Plan (PTP) revisions to the MPO, as needed
- Bus stop amenities & technology planning
- Capital/Financial planning to analyze fleet, facility, and technology needs
- Climate Action Plan updates, as needed including zero emission planning
- Disadvantages Business Enterprise Program & Goals Submission, if necessary
- Equal Employment Opportunity Program monitoring
- Title VI Program monitoring
- Facility Expansion planning on current site
- NEPA Planning (facility & bus shelters)
- MPO-CyRide MOU update
- Safety Plan review/update and performance measures
- Update CyRide's Transit Asset Management Plan, 2025-2029 performance targets & narrative report submission to FTA via the National Transit Database (NTD).
- Transit Service Planning for current/new services or ridership studies
- Transit Management Analysis of current/new policies

FY 2025 Schedule:

Activities for this work element will be ongoing throughout the fiscal year unless noted as follows:

- Monitor DBE to ensure no federal contracting opportunities over \$250,000, or else submit new DBE Program and DBE Goals accordingly.
- Submit Passenger Transportation Plan meeting minutes to Iowa DOT by 7/31/2025.
- Update TAM Plan and performance targets and submit to AAMPO by 10/1/2024.
- Develop and submit TAM Plan narrative to FTA via NTD by 10/1/2024.
- Review & update Safety Plan in August then submit targets to AAMPO by 10/1/2024.
- Undergo Triennial on-site Review with FTA in July 2024

FY 2025 Hours/Budget:

- Total Budget: \$50,000 (Federal - \$40,000; Local - \$10,000)
- MPO Staff Hours: 716

Element 4 – Comprehensive Planning

Objective: Integrate transportation planning and land-use planning for AAMPO member jurisdictions.

Primary FY 2024 Accomplishments:

- Provided technical assistance and support to local agencies for various transportation studies and projects (including speed studies, traffic studies, etc.).
- Performed traffic modeling for various projects and studies.
- Coordinated with the City of Ames for implementing Phases 1-4 of their Intelligent Transportation System (ITS) Master Plan.
- Coordinated with the City of Ames for development and adoption of their Bicycle-Pedestrian Master Plan (Walk Bike Roll Ames).

Note, all activities from FY 2024 were completed for this work element.

Description:

Participate in regional activities which enhance the transportation network including collaboration with local transportation activities, technical assistance for member agencies, and other activities which are promoting a comprehensive planning approach.

FY 2025 Products:

- Provide technical assistance to local agencies incorporating regional transportation goals and objectives into comprehensive, sub-area, capital improvement, and other local plans.
- Perform traffic modeling (Microsimulation, Synchro, SIDRA, etc.) to support local studies and projects as needed.
- Coordinate with the City of Ames on its ITS Phase 1-4 projects.
- Prepare for Safe Routes to School Plan anticipated to be developed in FY 2026.
- Analyze potential alternative funding sources.

FY 2025 Schedule:

- Activities for this work element will be ongoing throughout the fiscal year.

FY 2025 Hours/Budget:

- Total Budget: \$20,000 (Federal - \$16,000; Local - \$4,000)
- MPO Staff Hours: 360

Element 5 – Complete Streets

Objective: To increase safe and accessible options for multiple travel modes for people of all ages and abilities.

Primary FY 2024 Accomplishments:

- Coordinated with the City of Ames for development and adoption of their Bicycle-Pedestrian Master Plan (Walk Bike Roll Ames).

Description:

BIL § 11206(b) requires that MPOs use not less than 2.5% of PL funds on Complete Streets planning activities. These funds are eligible to be up to 100% reimbursable. Activities (per BIL § 11206(c)) must “increase safe and accessible options for multiple travel modes for people of all ages and abilities,” which if permissible under State and local laws, may include:

1. Adoption of Complete Streets standards or policies; (see BIL § 11206(a)... the term “Complete Streets standards or policies” means standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.)
2. Development of a Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street.
3. Development of transportation plans to...
 - a. Create a network of active transportation facilities, including sidewalks, bikeways, or pedestrian and bicycle trails, to connect neighborhoods with destinations such as workplaces, schools, residences, businesses, recreation areas, healthcare and childcare services, or other community activity centers.
 - b. Integrate active transportation facilities with public transportation service or improve access to public transportation.
 - c. Create multiuse active transportation infrastructure facilities (including bikeways or pedestrian and bicycle trails) that make connections within or between communities.
 - d. Increase public transportation ridership; and
 - e. Improve the safety of bicyclists and pedestrians.
4. Regional and megaregional planning (i.e., multi-jurisdictional transportation planning that extends beyond MPO and/or State boundaries) that address travel demand and capacity constraints through alternatives to new highway capacity, including through intercity passenger rail.
5. Development of transportation plans and policies that support transit-oriented development.

FY 2025 Products:

- AAMPO staff time/contribution towards the multi-modal and active transportation components of the 2050 MTP update. Work undertaken past the budget threshold of this work element will fall under Work Element 6 – Long Range Transportation Planning.

FY 2025 Schedule:

- Activity for this work element will be ongoing throughout the fiscal year.

FY 2025 Hours/Budget:

- Total Budget: \$3,260 (Federal - \$3,260) **100% reimbursement rate**
- MPO Staff Hours: 59

Element 6 – Long-Range Transportation Planning

Objective: Provide framework for long-term orderly and efficient growth of an integrated, multi-modal transportation network.

Primary FY 2024 Accomplishments:

- Started update to the regional travel demand model in coordination with Iowa DOT
- Ensured regional transportation efforts and projects conformed with the 2045 MTP, “Forward 45”.
- Selected consultant for 2050 Metropolitan Transportation Plan development

Note, all activities from FY 2024 were completed for this work element.

Description:

The 2045 Metropolitan Transportation Plan (known as “Forward 45”) became effective on October 27, 2020. To support the activities of this Metropolitan Transportation Plan, the AAMPO will continue to monitor and update the plan, as necessary. AAMPO will continue to ensure that ongoing planning efforts and regional transportation projects conform with the 2045 Metropolitan Transportation Plan.

The AAMPO will begin development of the 2050 Metropolitan Transportation Plan in FY 2025, with anticipated final approval of the plan in FY 2026 on September 23, 2025. During the MTP update process, the regional travel demand model will also be updated so that it may be used as a forecasting and analysis tool to inform the plan. The AAMPO will procure necessary transportation and traffic modeling software necessary to complete the MTP update.

On December 13, 2023, the AAMPO was awarded \$100,000 in Safe Streets and Roads for All (SS4A) grant funding by the U.S. DOT for the creation of a Comprehensive Safety Action Plan. In FY 2025, in concurrence with the 2050 MTP update, the AAMPO will begin development of a Comprehensive Safety Action Plan which incorporates all the required components specified by the U.S. DOT in the SS4A funding requirements.

FY 2025 Products:

- Monitor and update the 2045 Metropolitan Transportation Plan (“Forward 45”) as needed and ensure that all regional transportation efforts and projects continue to conform with the regional planning goals and projects outlined in the Metropolitan Transportation Plan.
- Maintain and utilize the existing Travel Demand Model for use in long-range planning and forecasting.
- Begin development of the 2050 Metropolitan Transportation Plan.
- Continue development on the regional travel demand model update in coordination with the Iowa DOT.
- Begin development of a Comprehensive Safety Action Plan which meets SS4A criteria.

- Procure any necessary transportation and traffic modeling software necessary for development of the 2050 MTP.

FY 2025 Schedule:

- Activities for this work element will be ongoing throughout the fiscal year. The 2050 MTP and Comprehensive Safety Action Plan are anticipated to be approved on September 23, 2025 (FY 2026). Approximately 80% of plan development is expected to occur in FY 2025 with the remaining 20% occurring in FY 2026.

FY 2025 Hours/Budget:

- Total Budget: \$548,000 (Federal - \$358,400; State - \$9,600; SS4A - \$80,000; Local - \$100,000)
- MPO Staff Hours: 541

Long Range Planning

This activity within the work element's budget is dedicated to the MPO staff time used for completing the various tasks described in this work element.

- Budget: \$30,000 (Federal - \$24,000; Local - \$6,000)
- MPO Staff Hours: 541

MTP Consultant

This activity within the work element's budget is dedicated for all incurred fees from the consultant developing the 2050 Metropolitan Transportation Plan.

- Total Budget: \$400,000 (Federal - \$320,000; Local - \$80,000)
- MPO Staff Hours: 0

SS4A Safety Action Plan Consultant

This activity within the work element's budget is dedicated for all incurred fees from the consultant developing the Comprehensive Safety Action Plan.

- Total Budget: \$100,000 (State HSIP-SWAP - \$9,600; SS4A - \$80,000; Local - \$10,400)
- MPO Staff Hours: 0

Modeling Software Procurement

This activity within the work element's budget is dedicated to the procurement of transportation and traffic modeling software integral for completing the 2050 MTP update.

- Total Budget: \$18,000 (Federal - \$14,400; Local - \$3,600)
- MPO Staff Hours: 0

Element 7 – Transportation Data

Objective: Obtain and leverage transportation datasets and utilize data analytics to strengthen performance-based planning efforts in the region.

Primary FY 2024 Accomplishments:

- Continued existing subscription/contract with StreetLight Data, Inc. for a transportation data service platform which provides access to regionwide vehicle, O-D, and socioeconomic transportation data sets as well as various analytical capabilities.
- Maintained and leveraged access to the Strava Metro platform, which provides regionwide aggregated data using Strava user activity data (pedestrians, runners, and bicyclists).
- Leveraged & analyzed various datasets to provide to member agencies for various projects & grant applications.

Note, all activities from FY 2024 were completed for this work element.

Description:

Rapidly emerging technologies have allowed for new forms and quantities of transportation data and new powerful analytical capabilities. The AAMPO will explore and leverage these new transportation datasets and analytical capabilities to further performance-based planning efforts for all modes of transportation throughout the region. The MPO will also continue to leverage more traditional data sources such as field sensors, travel surveys, and census data. In addition to using transportation data for its own planning efforts and planning document updates, the MPO will also seek to make its data available to its member agencies, members of the public, as well as other regional stakeholders.

FY 2025 Products:

- Maintain and leverage existing subscriptions/contracts with transportation data and analytics service providers.
- Explore new potential transportation data and analytics sources and procure new services or devices as needed.
- Perform data collection as needed.
- Aid with the maintenance of member agency's transportation datasets and assets as needed.
- Assess and analyze available region-wide datasets for any trends in vehicle speeds, travel times, origin-destination behavior, socioeconomics, multi-modal data, or vehicle volumes.
- Provide access to the MPO's transportation data for member agencies, citizens, and other MPO stakeholders.

FY 2025 Schedule:

- Activities for this work element will be ongoing throughout the fiscal year.

FY 2025 Hours/Budget:

- Total Budget: \$75,000 (Federal - \$60,000; Local - \$15,000)
- MPO Staff Hours: 180

Data Management

This activity within the work element's budget is dedicated to the MPO staff time used for completing the various tasks described in this work element.

- Budget: \$10,000 (Federal - \$8,000; Local - \$2,000)
- MPO Staff Hours: 180

Data Procurement

This activity within the work element's budget is dedicated to the procurement of transportation datasets or sensors as well as data analytics platforms.

- Total Budget: \$65,000 (Federal - \$52,000; Local - \$13,000)
- MPO Staff Hours: 0

Element 8 – Special Studies

Objective: To further the region’s transportation planning goals and objectives, as defined in the AAMPO’s MTP, through special studies and projects undertaken by the AAMPO.

Primary FY 2024 Accomplishments:

S Duff Ave Corridor & Interchange Study

- Presented final study report with acceptance of the study findings by the Transportation Policy Committee.

190th St Corridor Study

- Presented final study report with acceptance of the study findings by the Transportation Policy Committee.

Note, all activities from FY 2024 were completed for this work element.

Description:

The AAMPO’s current Metropolitan Transportation Plan “Forward 2045” identified several policy options, strategies, and studies that should be prioritized to augment the goals, priorities, and projects defined in the plan. One recommendation was the development of a Transportation System Management & Operations (TSMO) document for the MPO region. The AAMPO’s [Regional Intelligent Transportation System \(ITS\) Architecture document](#) was last updated in 2007, and with the City of Ames currently implementing multiple phases of their [Traffic Signal Master Plan](#), the AAMPO region has seen significant changes to its ITS architecture. Therefore, the AAMPO will develop a combined TSMO and Regional Architecture Document to help local agencies properly leverage the rapidly increasing emerging ITS solutions being implemented throughout the region.

In “Forward 2045”, a road diet (conversion from 4 lanes to 3 lanes) of E Lincoln Way from Duff Avenue to the S Skunk River was identified as a medium-scoring project that did not make it into the fiscally constrained plan. In 2023, the AAMPO received a STBG funding application from the City of Ames for a pavement reconstruction project on E Lincoln Way between Duff Avenue and the S Skunk River. This project was awarded \$2,400,000 in STBG funding and is anticipated to begin construction in FFY 2027. Since the limits of the reconstruction project match that of the identified potential road diet, the AAMPO will be conducting a corridor study of E Lincoln Way between Duff Avenue and the S Skunk River to assess the feasibility of implementing a road diet as well as to evaluate the traffic operations at the intersection of Duff Avenue and Lincoln Way, one of the busiest intersections in Ames.

FY 2025 Products:

There are two special studies planned in FY 2025.

- TSMO/Regional ITS Architecture Document
 - Develop a combined TSMO and Regional Architecture Document to help local agencies properly leverage the rapidly increasing emerging ITS solutions being implemented throughout the region.
- E Lincoln Way Study (Duff Ave – S Skunk River)
 - Conduct a corridor study of E Lincoln Way from Duff Avenue to the S Skunk River. The Study will include analyzing the potential of a road diet from 4 lanes to 3 lanes as well as will analyze operations and potential recommended improvements at the intersection of Lincoln Way and Duff Avenue. A public open house will be held to gather feedback on initial study findings and recommendations. Final study findings and recommendations will be presented to the Transportation Policy Committee.

FY 2025 Schedule:

- TSMO/Regional ITS Architecture Document development is anticipated to begin in Q2 (September-December 2024) and conclude in either Q4 (April-June 2025) or Q1 of FY 2026 (July-September 2025).
- The E Lincoln Way Study is anticipated to begin in Q1 (July-September 2024) and conclude in Q4 (April-June 2025).

FY 2025 Hours/Budget:

- Total Budget: \$180,000 (Federal - \$144,000; Local - \$36,000)
- MPO Staff Hours: 0

TSMO/Regional ITS Architecture Document Consultant

This portion of the work element's budget is dedicated to the payment of a consultant for the development of the TSMO/Regional ITS Architecture Document.

- Budget: \$150,000 (Federal - \$120,000; Local - \$30,000)
- MPO Staff Hours: 0

E Lincoln Way Study Consultant

This activity within the work element's budget is dedicated for all incurred fees from the consultant conducting the E Lincoln Way Study from S Duff Avenue to the South Skunk River bridge.

- Budget: \$30,000 (Federal - \$24,000; Local - \$6,000)
- MPO Staff Hours: 0

4 – FY 2025 Budget Summary

4.1 Budget & Staff Hours Summary

Table 2 shows a breakdown of the seven work elements including their budget totals, funding sources, and MPO staff hours by activity.

Table 2: Budget and Funding Source Summary

Work Element	Activity	MPO Staff Hours	Federal/State Funding Source							Federal/State Funding	Local/SS4A ¹ Funding	Total Funding
			FHWA PL C/O	FTA 5305d C/O	FHWA PL New	FTA 5305d New	FHWA STBG New	Comp. Streets Set-Aside New	Iowa DOT HSIP-SWAP			
1 - Administration	Admin	721	\$4,397	\$276	\$7,256	\$2,729	\$25,342	\$ -	\$ -	\$40,000	\$10,000	\$50,000
2 - Transportation Improvement Program	TIP	144	\$704	\$44	\$1,161	\$436	\$4,055	\$ -	\$ -	\$6,400	\$1,600	\$8,000
3 - Transit Planning	Transit Planning	716	\$4,397	\$276	\$7,256	\$2,729	\$25,342	\$ -	\$ -	\$40,000	\$10,000	\$50,000
4 - Comprehensive Planning	Comp Planning	360	\$1,759	\$110	\$2,902	\$1,092	\$10,137	\$ -	\$ -	\$16,000	\$4,000	\$20,000
5 - Complete Streets	Complete Streets	59	\$ -	\$ -	\$ -	\$ -	\$ -	\$3,260	\$ -	\$3,260	\$ -	\$3,260
6 - Long Range Planning	Long Range Planning	541	\$2,638	\$165	\$4,354	\$1,638	\$15,205	\$ -	\$ -	\$24,000	\$6,000	\$30,000
	MTP Consultant	0	\$35,177	\$2,204	\$58,050	\$21,835	\$202,734	\$ -	\$ -	\$320,000	\$80,000	\$400,000
	SS4A Safety Action Plan Consultant	0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$9,600	\$9,600	\$90,400	\$100,000
	Modeling Software Procurement	0	\$1,583	\$99	\$2,612	\$983	\$9,123	\$ -	\$ -	\$14,400	\$3,600	\$18,000
7 - Transportation Data	Data Management	180	\$880	\$55	\$1,451	\$546	\$5,068	\$ -	\$ -	\$8,000	\$2,000	\$10,000
	Data Procurement	0	\$5,716	\$358	\$9,434	\$3,548	\$32,944	\$ -	\$ -	\$52,000	\$13,000	\$65,000
8 - Special Studies	TSMO/Regional ITS Architecture Document Consultant	0	\$13,191	\$827	\$21,769	\$8,188	\$76,025	\$ -	\$ -	\$120,000	\$30,000	\$150,000
	E Lincoln Way Study Consultant	0	\$2,638	\$165	\$4,354	\$1,638	\$15,205	\$ -	\$ -	\$24,000	\$6,000	\$30,000
FY 2025 Budget Totals		2721	\$73,080	\$4,579	\$120,599	\$45,362	\$421,180	\$3,260	\$9,600	\$677,660	\$256,600	\$934,260

1 – \$80,000 in Safe Streets and Roads for All (SS4A) Grant Program funding will be exclusively leveraged for the consultant fees for developing a Comprehensive Safety Action Plan.

Table 3 shows a breakdown of the budgeted unobligated federal and state funds by funding source.

Table 3: Unobligated Funds

	FHWA PL C/O	FTA 5305d C/O	FHWA PL New	FTA 5305d New	FHWA STBG New	Comp. Streets Set- Aside New	Iowa DOT HSIP- SWAP	TOTAL
Starting Available Balance	\$73,080	\$4,579	\$125,988	\$47,389	\$440,000	\$3,260	\$9,600	\$703,896
Programmed	\$73,080	\$4,579	\$120,599	\$45,362	\$421,180	\$3,260	\$9,600	\$677,660
Unobligated Funds	\$ -	\$ -	\$5,389	\$2,027	\$18,820	\$ -	\$ -	\$26,236

The AAMPO has budgeted a total of \$934,260 for FY 2025 across all work elements, \$677,660 of which will come from federal (excluding the SS4A program funding) and state funding sources. There is a total of \$26,236 in budgeted unobligated federal funds. There are 2,721 staff hours budgeted for MPO staff. This budget conforms to the MPO/RPA Carryover Policy (**Appendix E**). Note that FHWA program funding is transferred to FTA and merged with FTA funds into a consolidated planning grant.

4.2 Cost Allocation Plan

The City of Ames is the primary fiscal agent for the AAMPO. The local match for salaries and other expenses is a part of the City of Ames Program Budget, adopted by the City of Ames City Council for all personnel and associated expenses. Costs billed will be for those specified. The main source of local-match funds will come from the City of Ames Road Use Tax allocation. New FY 2025 funds have been combined with the carryover amounts for expense allocations. Carryover funds will be used first before new allocations. The AAMPO does not charge indirect costs.

4.3 Private Sector Involvement

The AAMPO will utilize planning and engineering consultants for the following tasks in FY 2025:

- 2050 MTP Development
- Comprehensive Safety Action Plan Development
- TSMO/Regional ITS Architecture Document Development
- E Lincoln Way Study

A vendor (Streetlight Data, Inc.) is currently under contract for a web-based transportation dataset and analytical platform as a part of the data procurement activity within Work Element 7 - Transportation Data. Traffic modeling software will be procured from vendors as a part of the modeling software procurement activity within Work Element 6 - Long Range Planning.

The AAMPO certifies that any procurement process and consultant selection will adhere to all applicable requirements (see **Appendix B**).

5 – Revisions to the Transportation Planning Work Program

The TPWP is developed annually; however, it can be amended at any time throughout the life of the document. The following section outlines the process to be used to amend the work program.

5.1 Overview

2 CFR 200 describes the uniform administrative rules for Federal grants and cooperative agreements and subawards to State, local and Indian tribal governments. These requirements apply to metropolitan planning (PL) and State Planning and Research (SPR) grants. FTA has similar requirements and procedures documented in [FTA Circular 5010.1E](#), which apply to all applicable FTA program grants. Iowa uses a Consolidated Planning Grant (CPG) where FHWA and FTA planning funds are combined into a single grant managed through FTA's TrAMS system. The uses of these funds are documented in the work programs of the Iowa DOT, MPOs, and RPAs. FTA is the lead agency administering the CPG.

5.2 Waiver of Approvals

All work program changes require prior written Federal approval, unless waived by the awarding agency. [2 CFR § 200.308](#) outlines different types of revisions for budget and program plans, and this [FHWA memo on prior approvals](#) summarizes revisions that require prior Federal approval, as well as other miscellaneous actions and allowable costs that require prior Federal approval.

Types of TPWP revisions that require Federal approval include, but are not limited to, the following:

- Request for additional Federal funding.
- Transfers of funds between categories, projects, functions, or activities which exceed 10% of the total work program budget when the Federal share of the budget exceeds \$150,000.
- Revision of the scope or objectives of activities.
- Transferring substantive programmatic work to a third party (consultant).
- Capital expenditures, including the purchasing of equipment.
- Transfer of funds allotted for training allowances.

Types of revisions that require Iowa DOT approval include:

- Transfers of funds between categories, projects, functions, or activities which do not exceed 10% of the total work program budget, or when the Federal share of the budget is less than \$150,000.

Types of revisions that require MPO/RPA approval include:

- Revisions related to work that does not involve federal funding.

5.3 Revision and Approval Procedures

- All revision requests from MPOs and RPAs should be submitted electronically to the Iowa DOT Systems Planning Bureau and the agency's Iowa DOT District Planner. If all necessary information is provided, the request will then be forwarded to the FHWA and FTA for review and any necessary approvals.
 - Revision requests shall, at a minimum, include:
 - A letter detailing the work program revision(s)
 - A resolution or meeting minutes showing the revision's approval.
 - Budget summary table with changes highlighted.
 - Amended work program with any modified section(s) highlighted.
- Revisions where **FHWA/FTA** is the designated approving agency shall require written approval by FHWA/FTA prior to commencement of activity, purchasing of equipment, or request for reimbursement.
- Revisions where the **Iowa DOT Systems Planning Bureau** is the designated approving agency shall require written approval by the Iowa DOT Systems Planning Bureau prior to commencement of activity, purchasing of equipment, or request for reimbursement.
- Revisions where the **MPO or RPA** is the approving agency shall be approved by the Policy Board.
- Notification by the approving agency will be in writing.

NOTE: All necessary TPWP approvals shall be in place prior to the commencement of activity, purchasing of equipment, or request for reimbursement. More specifically, with regard to the procurement of equipment and services, there should be no notification of award, signed contract, placement of an order, or agreement with a contractor prior to receiving the necessary TPWP approvals.

Appendix A – Resolution of Approval

[Placeholder for resolution of approval.]

Appendix B – Self-Certification of Procurement and Consultation Selection Procedures

[Placeholder for self-certification.]

Appendix C – Performance Management Agreement

On May 27, 2016, the final rule for statewide and metropolitan transportation planning was published, based on 2012's Moving Ahead for Progress in the 21st Century (MAP-21) Act and 2015's Fixing America's Transportation System (FAST) Act. As part of this final rule, [23 CFR § 450.314 \(h\)](#) was amended to state:

(h)

(1) The MPO(s), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see §450.306(d)), and the collection of data for the State asset management plan for the NHS for each of the following circumstances:

- (i) When one MPO serves an urbanized area;
- (ii) When more than one MPO serves an urbanized area; and
- (iii) When an urbanized area that has been designated as a TMA overlaps into an adjacent MPA serving an urbanized area that is not a TMA.

(2) These provisions shall be documented either:

- (i) As part of the metropolitan planning agreements required under paragraphs (a), (e), and (g) of this section; or
- (ii) Documented in some other means outside of the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation.

In 2017, the following three-pronged approach was cooperatively developed to address 23 CFR § 450.314 (h). This approach provides a regular opportunity to review and update coordination methods as performance management activities occur, which offers an adaptable framework as performance-based planning and programming evolves.

- Agreement between the Iowa DOT and MPOs on applicable provisions through documentation included in each MPO's TPWP.
- Agreement between the Iowa DOT and relevant public transit agencies on applicable provisions through documentation included in each public transit agency's consolidated funding application.
- Agreement between each MPO and relevant public transit agencies on applicable provisions through documentation included in the appropriate cooperative agreement(s) between the MPO and relevant public transit agencies.

Inclusion of the following language in an MPO's TPWP, and that TPWP's subsequent approval by Iowa DOT, constitutes agreement on these items.

The Iowa DOT and AAMPO agree to the following provisions. The communication outlined in these provisions between the MPO and Iowa DOT will generally be through the metropolitan and regional planning coordinator in the Systems Planning Bureau.

1) Transportation performance data

- a. The Iowa DOT will provide MPOs with the statewide performance data used in developing statewide targets, and, when applicable, will also provide MPOs with subsets of the statewide data, based on their planning area boundaries.
- b. If MPOs choose to develop their own target for any measure, they will provide the Iowa DOT with any supplemental data they utilize in the target-setting process.

2) Selection of performance targets

- a. The Iowa DOT will develop draft statewide performance targets for FHWA measures in coordination with MPOs. Coordination may include in-person meetings, web meetings, conference calls, and/or email communication. MPOs shall be given an opportunity to provide comments on statewide targets and methodology before final statewide targets are adopted.
- b. If an MPO chooses to adopt their own target for any measure, they will develop draft MPO performance targets in coordination with the Iowa DOT. Coordination methods will be at the discretion of the MPO, but the Iowa DOT shall be provided an opportunity to provide comments on draft MPO performance targets and methodology prior to final approval.

3) Reporting of performance targets

- a. Iowa DOT performance targets will be reported to FHWA and FTA, as applicable. MPOs will be notified when Iowa DOT has reported final statewide targets.
- b. MPO performance targets will be reported to the Iowa DOT.
 - i. For each target, the MPO will provide the following information no later than 180 days after the date the Iowa DOT or relevant provider of public transportation establishes performance targets, or the date specified by federal code.
 - 1. A determination of whether the MPO is 1) agreeing to plan and program projects so that they contribute toward the accomplishment of the Iowa DOT or relevant provider of public transportation performance target, or 2) setting a quantifiable target for that performance measure for the MPO's planning area.
 - 2. If a quantifiable target is set for the MPO planning area, the MPO will provide any supplemental data used in determining any such target.
 - 3. Documentation of the MPO's target or support of the statewide or relevant public transportation provider target will be provided in the form of a resolution or meeting minutes.
- c. The Iowa DOT will include information outlined in [23 CFR § 450.216 \(f\)](#) in any statewide transportation plan amended or adopted after May 27, 2018, and information outlined in [23 CFR § 450.218 \(q\)](#) in any statewide transportation improvement program amended or adopted after May 27, 2018.

- d. MPOs will include information outlined in [23 CFR § 450.324 \(f\) \(3-4\)](#) in any metropolitan transportation plan amended or adopted after May 27, 2018, and information outlined in [23 CFR § 450.326 \(d\)](#) in any transportation improvement program amended or adopted after May 27, 2018.
 - e. Reporting of targets and performance by the Iowa DOT and MPOs shall conform to [23 CFR § 490](#), [49 CFR § 625](#), and 49 CFR § 673.
- 4) Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO**
- a. The Iowa DOT will provide MPOs with the statewide performance data used in developing statewide targets, and, when applicable, will also provide MPOs with subsets of the statewide data, based on their planning area boundaries.
- 5) The collection of data for the State asset management plans for the NHS**
- a. The Iowa DOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS.

Appendix D – Performance Measure Targets

Roadway Safety Targets

The MPO adopted to support the Iowa DOT statewide roadway safety targets on January 23, 2024. These performance measures and associated targets are shown in the following table:

Performance Measure	Five-Year Rolling Averages	
	2018-2022 Baseline	2020-2024 Target
Number of Fatalities	338.6	352.6
Fatality Rate*	1.036	1.080
Number of Serious Injuries	1,363.2	1,419.8
Serious Injury Rate*	4.166	4.344
Non-Motorized Fatalities and Serious Injuries	136.4	138.2

*Rates are per 100 million vehicle miles traveled (VMT)

PM2 (Pavement & Bridge) & PM3 (System Performance & Freight) Targets

The MPO adopted to support the Iowa DOT statewide PM2 and PM3 targets on January 24, 2023. These performance measures and associated targets are shown in the following table:

	Topic	Performance measure(s)	Baseline (CY 2021 data)	Proposed 2-year target (CY 2023 data)	Proposed 4-year target (CY 2025 data)
PM2	Pavement	Percentage of pavements of the Interstate System in Good condition	58.8%	55.0%	55.0%
		Percentage of pavements of the Interstate System in Poor condition	0.4%	3.0%	3.0%
		Percentage of pavements of the non-Interstate NHS in Good condition	37.9%	35.0%	35.0%
		Percentage of pavements of the non-Interstate NHS in Poor condition	3.7%	6.0%	6.0%
	Bridge	Percentage of NHS bridges classified as in Good condition	48.6%	52.5%	56.0%
		Percentage of NHS bridges classified as in Poor condition	2.4%	5.0%	6.6%
PM3	System Performance	Percent of person-miles traveled on the Interstate that are reliable	99.9%	98.0%	98.0%
		Percent of person-miles traveled on the non-Interstate NHS that are reliable	96.5%	94.0%	94.0%
	Freight	Truck Travel Time Reliability Index (Interstate only)	1.13	1.25	1.25

Transit Safety Targets

The MPO adopted to support CyRide's transit safety targets on September 12, 2023. These performance measures and associated targets are shown in the following table:

Mode of Transit Service	Fatalities (Total)	Fatalities (per 100 thousand VRM)	Injuries (Total)	Injuries (per 100 thousand VRM)	Safety Events (Total)	Safety Events (per 100 thousand VRM)	System Reliability (VRM/Failures)
Fixed Route Bus	0	0	0	0.00	0	0.00	40,789.27
Paratransit	0	0	0	0.00	0	0.00	238,798

*VRM – Vehicle Revenue Miles

Transit Asset Management Targets

The MPO adopted to support CyRide's transit asset management (TAM) targets on January 23, 2024. These performance measures and associated targets are shown in the following table:

Class	Performance Target	2023 Target	2023 Year-End Results	2024	2025	2026	2027	2028
Rolling Stock 40'-60' Buses	% of fleet exceeds CyRide's ULB of 15 yrs.	27%	27%	27%	34%	30%	38%	31%
Rolling Stock Cutaways	% of fleet exceeds FTA ULB of 8 yrs.	0%	22%	0%	0%	0%	0%	0%
Equipment Shop Trucks	% of fleet exceeds CyRide's ULB of 10 yrs.	0%	0%	0%	0%	0%	0%	0%
Facilities Admin./Maint. Facility	% of facilities rated under 3.0 on TERM scale	0%	0%	0%	0%	0%	0%	0%
Facilities Ames Intermodal Facility	% of facilities rated under 3.0 on TERM scale	0%	0%	0%	0%	0%	0%	0%

Appendix E – MPO/RPA Carryover Policy

Background

Each year, federal planning funds from both the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are combined into a new consolidated planning grant (CPG) under the FTA. This includes all federal transportation funds that are utilized by metropolitan planning organizations (MPOs) and regional planning affiliations (RPAs) in Iowa for planning, including FHWA metropolitan planning (PL), state planning and research (SPR), and surface transportation block grant (STBG) funds and FTA 5305d, 5305e, and 5311 funds. The FHWA funding sources are transferred to FTA for inclusion in the CPG, and once funds are part of an awarded CPG, they are unable to be deobligated for other purposes.

Carryover is defined as any unspent funding that has been targeted to the agency but is not included in the agency's current state fiscal year (SFY) budget. During the Transportation Planning Work Program (TPWP) development cycle, carryover 'targets' that show the current balances of carryover funding are provided to the agency along with targets for new federal funding. However, it should be noted that an agency does not have to wait for the next TPWP cycle to utilize carryover funding if there are anticipated needs in the current fiscal year. Unbudgeted funding is available to the planning agency to be amended into its budget at any time. Unspent funding from the prior SFY is available to the planning agency to be amended into its budget following close-out of the prior SFY.

When developing the TPWP, agencies are required to program carryover funding before programming new funding. When reimbursement requests are submitted to the Iowa Department of Transportation (DOT), payments are made by utilizing the oldest funding source in the agency's planning agreement. Funding is drawn down first by age, then sequentially by source. This helps streamline bookkeeping and ensure that funding within older CPGs is utilized prior to funding within newer CPGs.

Since MPOs and RPAs are allowed to carry over unused federal planning funds rather than being required to draw them down within a fiscal year, multiple CPGs are open at any given time. FTA has asked Iowa DOT to ensure funds are being drawn down in a timely manner and to work to limit the number of CPGs that are open. Furthermore, the new grant management system FTA launched in 2016 requires additional documentation and justification to keep a grant open past its original end date.

In order to satisfy FTA while still providing flexibility to MPOs and RPAs, Iowa DOT has implemented internal steps to reduce the number of CPGs that are open and has also developed the policy outlined below. Internal steps that Iowa DOT has taken include discussing the necessity of STBG transfers with individual agencies when substantial carryover balances exist and evaluating planning agreements and amending them if necessary, early in the SFY to ensure any older funding that was unspent in the previous SFY is utilized prior to newer funding. The MPO/RPA carryover policy, which is outlined below, took effect as part of the SFY 2018 TPWP cycle.

The internal changes and the MPO/RPA carryover policy will help Iowa DOT manage carryover balances that have become problematic for a small number of planning agencies. Over time, reduced carryover balances will allow Iowa DOT to maintain fewer open CPGs. In addition, the policy will prevent unnecessary funding transfers from FHWA to FTA, thus enabling SPR and STBG funding to be used more efficiently.

MPO/RPA Carryover Policy

At the beginning of the calendar year, each planning agency's average annual federal transportation planning expenditures, based on the past five state fiscal years, will be calculated. If an agency has available carryover balances totaling more than this average, the following will apply.

RPA: The agency will receive its FTA allocation of 5305e and/or 5311 funding. The agency will not receive an SPR allocation or be allowed to transfer STBG funds for planning unless it can substantiate anticipated budget needs tied to significant expenditures (e.g., LRTP update, equipment purchases, consultant services, etc.).

MPO: The agency will receive its FHWA PL allocation and FTA 5305d allocation. The agency will not be allowed to transfer STBG funds for planning unless it can substantiate anticipated budget needs tied to significant expenditures (e.g., LRTP update, equipment purchases, consultant services, etc.).

Every year prior to or during the distribution of annual targets, each agency will be provided with its average annual federal expenditures and carryover balances and informed whether its SPR and/or STBG funds will be constrained due to available carryover balances. The agency will be provided an opportunity to respond and substantiate any anticipated significant expenditures during the upcoming contract year that would necessitate the SPR and/or STBG funding transfer. Iowa DOT will consider these needs and provide a response to the agency prior to distributing final targets. Any STBG constrained through this process will remain part of the planning agency's STBG balance and will be available for programming towards other projects. Any SPR constrained through this process will remain with Iowa DOT and utilized as part of its SPR program.