City of Ames, Iowa

CAPITAL IMPROVEMENTS PLAN

2026-2031

CITY OF Ames™

City of Ames, Iowa

CAPITAL IMPROVEMENTS PLAN

2026-2031

AMES PUBLIC ART: Creativity around the Corner

Public art is more than decoration; it is a visible measure of a community's vitality, values, and forward momentum. From striking metal sculptures to intricate fiber works and vibrant acrylic paintings, the artistic expressions that make up Ames' public art collection invite residents and visitors to pause, reflect, and engage. Art transforms everyday spaces into places of curiosity, conversation, and connection.

Ames is a community filled with creative, fun, whimsical, and thoughtful pieces of public art that captivate the imagination and spark dialogue. Each installation tells a story about the place it occupies, the people who encounter it, and the ideas it represents. Whether playful or profound, public art breaks down barriers, making creativity accessible beyond the walls of galleries and performance spaces. It encourages viewers of all ages and backgrounds to see their environment in new ways and to feel a sense of shared ownership in their community.

A robust collection of public art serves as a signal that a community prioritizes innovation and cultural investment. This is especially fitting for Ames, home to Iowa State University and a hub of research, discovery, and forward-thinking ideas. The same spirit that drives scientific exploration and technological progress also fuels artistic expression. Together, they create a dynamic environment where creativity and problem-solving complement each other.

Public art enhances quality of life and strengthens community identity. It enriches streetscapes, invites tourism, and boosts civic pride. Most importantly, it reflects a community that believes progress is not defined only by numbers and data, but by imagination, expression, and shared experiences that shape a truly vibrant place to live.

CITY OF Ames™

July 1, 2026

Mayor and Ames City Council:

Attached is the adopted Capital Improvements Plan (CIP) for FY 2026/27 through FY 2030/31. This five-year strategic plan reflects expenditures totaling $431,453,099, which are supported by the various funding sources highlighted below.

Expenditures:	
Public Safety	$13,139,245
Utilities	264,509,155
Transportation	144,096,759
Culture and Recreation	8,392,940
Community Development	875,000
General Government	440,000
Total	**$431,453,099**

Funding Sources:	
Enterprise Debt (revenue bonds/SRF loans)	$155,379,500
General Obligation Bonds	81,273,251
Outside Funding (ISU, grants, donations, developer funds)	63,024,598
Electric Utility Fund	37,480,885
Water Utility Fund	20,579,000
Sanitary Sewer Utility Fund	19,694,000
Abated General Obligation Bonds	15,117,620
Local Option Sales Tax	11,424,940
Stormwater Utility Fund	9,090,000
Road Use Tax	9,080,844
Transit Capital Reserve Fund	6,268,795
Park and Recreation Donation Funds	1,143,000
Resource Recovery Utility Fund	965,000
Airport Improvement Fund	454,166
Homewood Golf Course Fund	300,000
Ice Arena Capital Reserve Fund	120,000
Council Priorities Capital Fund	57,500
Total	**$431,453,099**

The CIP reflects the financing, location, and timing of permanent structural changes to City property or assets to prolong the asset's life, increase its value, or enhance its capabilities. Many of the projects included in the CIP are needed to renovate our deteriorating infrastructure, accommodate growth within our city with new or expanded infrastructure, or achieve a City Council goal.

To help better understand the major projects in the attached CIP, I am providing the following summary.

Public Safety – $13,139,245

Fire Safety - $13,139,245

The highlight of Fire Safety is the **Fire Station #2 Relocation** project ($9,866,403, page 39) to move Fire Station 2 from Welch Avenue to State Avenue. This relocated station will not only improve pedestrian safety in the Campustown Business District, but its new location will also enhance response times to the ever-expanding city boundaries.

The CIP includes the replacement/refurbishment of our fire apparatus, which are at the end of their operational lives. The **Fire Apparatus Replacement Program/Fire Engine #2** project ($1,144,302, page 40) will replace this frontline apparatus, purchased in 2010, and refurbish the existing unit to replace a unit purchased in 1996 as a reserve pumper. In addition, the **Fire Apparatus Replacement Program/Fire Engine #4** project ($1,331,544, page 41) anticipates the addition of a fourth frontline unit if, or when, a fourth fire station is constructed in the future as the city expands its boundaries in accordance with our Ames 2040 Comprehensive Plan.

Finally, to ensure compliance with Occupational Safety and Health Administration (OSHA) respiratory protection safety regulations, the **Self-Contained Breathing Apparatus** project ($796,996, page 42) will continue to protect our firefighters as they enter hazardous environments.

Utilities – $264,509,155

The long-range plan for our City utilities is grounded in three overriding principles: providing service reliability, mitigating customer cost, and promoting environmental sustainability.

Electric Utility - $173,163,535

This five-year plan devotes $20,625,000 to transmission improvements, $13,663,535 to distribution improvements, $138,575,000 to electric production infrastructure improvements, as well as $300,000 for additional electric vehicle charging stations.

Of particular note are several significant initiatives. The most costly project reflected in this utility is the **New Thermal Generation** project (page 60) where three new Reciprocating Internal Combustion Engine (RICE) generating units will be constructed at the existing Coal Yard. This project represents an estimated total investment of $84,000,000, of which $79,000,000 will be expended during this five-year plan. This investment is necessary to replace Unit #7 in the Power Plant with its 35-megawatt capacity. This unit started producing electricity in 1967 and is no longer capable of providing the efficiency and reliability required for today's environment. The new generating units will replace the capacity lost from the decommissioning of Unit #7, as well as provide additional capacity to cover anticipated growth in our electric demand.

The **Prairie View to Ames Plant 161 kV Line** project ($4,400,000, page 52) and **Boone Junction 161 kV Line Improvements** project ($1,725,000, page 53) will enhance electric grid reliability with increased transmission interconnections. These projects will improve system reliability by providing additional contingency sources to our community in the event of concurrent transmission line losses, which is a required MISO contingency planning condition. This improvement is especially critical following the lessons learned from the 2020 Derecho.

The **69 kV Transmission Reconstruction** project (page 50) has experienced a significant cost increase from $8,450,000 to $13,250,000 due to updated labor and materials costs. This multi-year project will reconstruct approximately eleven miles of deteriorated 69 kV transmission line over five years, improving both capacity and reliability for our customers.

Several distribution substation projects will enhance reliability and safety as well. The **Ontario Substation 69 kV Breaker Addition** ($4,168,535, page 54), **Mortensen Road Substation 69 kV Transformer Protection** ($6,950,000, page 55), and **Dayton Avenue Substation Switchgear Upgrades** ($2,100,000, page 58) all include the addition of breakers, replacement of obsolete equipment, and installation of modern microprocessor-based relays consistent with electric utility industry best practices.

The **161 kV Line Relocation** project (page 51) is required by the Iowa Department of Transportation's I-35 improvement project north of Ankeny. Electric Services will redesign the line, negotiate easements, purchase materials, and hire a contractor, with 100% of the $1,500,000 cost to be reimbursed by Iowa DOT.

The **New Renewable Energy** project ($50,000,000, page 69) has been delayed as the current federal administration has made substantial reductions to renewable energy incentives, raising costs by more than 30%. Staff is hopeful that incentives will return in the future and will, therefore, continue to explore options to develop wind and solar projects to increase the utility's renewable energy portfolio.

The **Electric Vehicle Infrastructure** program ($300,000, page 49) continues the installation of two new Level 2 charging stations in each of the first three years of the CIP. However, staff anticipates FY 2028/29 will be the last year Electric Services provides significant funding for EV charging, as the infrastructure available throughout the city is expected to continue to be built by local businesses and private developers.

Finally, the **Coal Yard Reclamation** project (page 61) has been advanced and increased in scope based on recommendations from the engineering firm designing the new thermal generation system. This project will demolish more buildings and structures than originally anticipated to prepare the site for new generation equipment. As a result, the project cost has increased to $4,000,000.

Water Utility - $32,368,000

The focus in the Water Utility is on renewal and replacement of critical infrastructure, as well as on security upgrades where possible by taking advantage of new projects.

The **Prairie View Industrial Center Elevated Tank** ($11,849,000, page 74) is the most significant project anticipated in the Water Utility for the next five years. Due to the slower than expected development in this area, the project is being delayed. However, the schedule can be adjusted if the pace of development increases.

Work involving **Lime Lagoon Improvements** ($100,000, page 75) will continue. These modifications will improve the dewatering of the lime sludge before it is hauled off. Because the hauling is bid on a “wet ton” basis, the more effective we are at dewatering, the more savings will be realized by the Water Utility.

New Pumps and Drives ($1,474,000, page 76) will add capacity at the high service pump station and redundancy in the event of a natural disaster or other emergency.

The **Physical and Cyber Security Improvements** ($202,000, page 78) will help us maintain the security of our water system as a high priority.

The design of a new **Five Million Gallon Storage Reservoir** ($423,000, page 80) is being introduced in the final year of the CIP. This project represents an additional element needed to meet the projected increase in customer demand for water.

The **Water System Improvements** program ($14,650,000, page 90) will continue to replace water mains in our older neighborhoods that are experiencing rusty water, low pressure, frequent breaks, and poor circulation thereby improving service to our customers.

Sanitary Sewer Utility – $31,715,000

The first year of the CIP marks the completion of Phase 1 of the **Nutrient Reduction Modifications** project (page 82) which totals $62,517,000 over the three-year period from FY 2024/25 through FY 2026/27. This project will result in drastic alterations to our Water Pollution Control facility to accomplish biological nutrient removal to meet state mandated targets. Phase 2 of this project, which is estimated to cost $70,000,000, is not expected until 2035.

In addition to the WPC Plant project highlighted above, the **Watershed-Based Nutrient Reduction** program ($2,125,000, page 84) will further these efforts by pursuing conservation practices such as cover crops, land retirement, and prairie restoration as well as Edge of Field conservation practices such as buffers, bioreactors, and constructed wetlands.

The **Lift Station Improvements** program ($726,000, page 86) will replace aging pumps and valves, manhole hatches, and controls at the Freel Drive lift station in FY 2026/27. The funding in FY 2028/29 will remove the Northwood lift station and replace it with a gravity sewer, which will eliminate electricity costs.

A key component of the **Cogeneration System Maintenance** project ($5,071,000, page 83) is the construction of a Fats, Oils, & Grease (FOG) receiving station at the WPC Plant. Increasing the capacity to accept FOG wastes will allow us to produce more on-site electricity by taking advantage of additional methane production resulting in a corresponding reduction in the purchase of outside electricity to operate the Plant.

The **Sanitary Sewer System Improvements** program ($12,500,000, page 93) will result in a reduction in infiltration/inflow into our system, thereby extending the life of the WPC Plant, protecting the capacity of the facility, and decreasing the operating costs by not having to treat clean water passing through our Plant. Projects will include replacing deteriorated mains, repairing manholes, sealing joints, and lining pipes.

Stormwater Utility - $8,840,000

The 2025 Citizen Satisfaction Survey once again indicates that our residents place a high priority on funding stormwater projects to mitigate the impact on private property of increased overland flooding resulting from the expanding amount of impervious surfaces in the community. To this end, the CIP includes the following four programs to protect adjacent public infrastructure and private property: the **Stormwater Erosion Control** program ($3,520,000, page 96) which stabilizes drainage ways, the **Stormwater Sewer Improvements** program ($3,060,000, page 97) which repairs and replaces failed pipes and intakes, the **Low Point Drainage Improvements** program ($850,000, page 98) which installs new systems to eliminate drainage issues, and the **Stormwater Detention/Retention Maintenance** program ($910,000, page 99) which cleans and maintains regional retention facilities to improve their effectiveness.

To protect the quality of our waterways, the **Stormwater Quality Improvements** program ($500,000, page 100) will employ retrofit practices such as bioretention cells, vegetated swales, water-quality inlets, sediment forebays and native landscaping.

Resource Recovery Utility - $18,422,620

The City intends to move away from our 50-year-old practice of burning solid waste in the Power Plant boilers. More restrictive federal and state regulations, along with the changing economics for our Resource Recovery and Electric utilities, are forcing a change to what was previously recognized as a leading-edge way to address the disposal of solid waste. The goals for our new strategy are to reduce the amount of garbage that will be deposited in a landfill as well as to decrease carbon emissions from burning less gas in the boilers.

To accomplish this new waste disposal model, the **Resource Recovery and Recycling Campus** project (page 102, with $15,117,620 scheduled in FY 2026/27, along with $6,889,110 included in FY 2025/26, for a total estimated cost of $22,006,730) was introduced in last year's CIP. The success of this new approach to solid waste disposal will depend, in part, on the implementation of our new curbside recycling service that will be supported by the construction of a new transfer station campus.

A companion project is **Resource Recovery and Recycling Campus Mobile Equipment** ($2,340,000, page 103) which will provide the funding to purchase the tractors, trucks, and trailers needed for the campus.

Since the new transfer station will not be in operation until 2027, the **Resource Recovery System Improvements** program ($965,000, page 104) will allocate $465,000 in FY 2026/27 to maintain the existing facility. The $125,000 allocated annually in FY 2027/28 through FY 2030/31 will be used for necessary maintenance and upgrades at the new campus.

Transportation – $144,096,759

Streets and Traffic - $91,263,600

In keeping with the input received from our annual Resident Satisfaction Survey, this plan continues to incorporate a significant investment in improvements to our street and traffic control systems.

Over the five-year life of the CIP, $61,835,000 in General Obligation Bond and grant funding has been earmarked for **Asphalt Street Pavement Improvements** ($17,240,000, page 109), **Arterial Street Pavement** Improvements ($13,575,000, page 110), **CyRide Route Pavement Improvements** ($9,925,000, page 111), **Concrete Pavement Improvements** ($8,125,000, page 112), **Seal Coat Pavement Improvements** ($7,570,000, page 113), and **Collector Street Pavement Improvements** ($5,400,000, page 114).

One new street project inserted in the first year of the CIP is the **Freel Drive Paving** project ($975,000, page 115). This project is necessary to adequately accommodate the heavy truck loads that will be entering our new Resource Recovery and Recycling Campus. It is our intention to pave the current asphalt surface from south of Lincoln Way to Southeast Fifth Street in FY 2026/27.

In addition, $2,540,000 in Road Use Tax funds are scheduled to be used for restoring our street systems with the **Pavement Restoration** program ($1,500,000, page 131), the **Neighborhood Curb Replacement** program ($750,000, page 132), and the **Streetscape Enhancements** program ($290,000, page 133).

A significant project reflected in the fourth year of the CIP is the **Lincoln Way Bridge Replacement (**$5,500,000, page 134). While safe today, City staff will continue to inspect the bridge to determine if the replacement project should be accelerated or delayed, depending on the results of the inspections. Funding is also included in the third year of the CIP to begin engineering for the project.

In addition to the structural improvements to our street system, an emphasis is being made in the CIP to improve the safety and timeliness of traffic flow throughout our community. To accomplish this goal, the following projects have been included in the Plan: the **Traffic System Capacity** program ($3,170,000, page 125) will lead to intersection improvements at various locations throughout the City, the **Traffic Signal** program ($2,725,000, page 126) will result in replacing older signals at eight locations, and the **Accessibility Enhancement** program ($1,000,000, page 127) will involve the replacement of sidewalk intersection crosswalk and ADA ramps where needed.

The first year of the CIP marks the final phase of the much-anticipated **Intelligent Transportation System** program ($388,600, page 129). This system will conduct real-time optimization of traffic and pedestrian flow at our arterial intersections. This adaptive traffic system will provide a significant improvement in efficient vehicle flow as well as more reliable travel times throughout the day.

The commitment to enhancing our multi-modal system continues in this CIP with a total of $9,195,000 earmarked for this purpose. This total is composed of the **Shared Use Path System Expansion** ($3,650,000, page 121), **Multi-Modal Roadway Improvements** ($1,620,000, page 122), and **Shared Use Path Maintenance** ($2,250,000, page 123) programs, as well as $1,675,000 incorporated in various street and traffic improvement projects. These paths promote an alternate transportation mode as well as much-desired recreational opportunities.

Transit - $23,288,993

A main emphasis of the Transit CIP is to reduce the average vehicle life of our bus fleet and increase the number of all-electric buses. Towards this end, in the five years of the Plan, the **Cy-Ride Vehicle Replacement and Rehabilitation** program ($17,750,897, page 136) will provide funding to purchase sixteen new 40-foot diesel buses and four additional all-electric buses. With these four purchases, we will have eleven all-electric vehicles in our bus fleet, moving towards our ultimate goal of seventeen. The **CyRide Facility Improvements** program ($4,061,096, page 137) is focused on a hoist replacement, a fueling system upgrade, and architecture and engineering services for the needed expansion of the existing facility. **Bus Stop Improvements** ($570,000, page 138), **CyRide Shop and Office Equipment** ($457,000, page 139), and **CyRide Technology Improvements** ($450,000, page 140) also receive attention in this Plan.

It should be noted that, of the $23,288,993 earmarked for CyRide in the CIP, 73%, or $17,020,198 will be financed with federal and state grants.

Airport - $29,544,166

To improve the overall appearance of the James Herman Banning Municipal Airport, the **Airport Entryway Improvements** project ($1,275,000, page 144) will reconstruct the main entry road, upgrade signage, enhance the entryway landscaping, and expand paved parking areas. The **Airport Airside Improvements** program ($27,327,500, page 142) will facilitate the total reconstruction and rehabilitation of various runways, taxiways, and aprons. The **Airport Facility Improvements** program ($941,666, page 143) will construct a new aircraft fuel farm and install a backup generator for the terminal.

Of the total funding of $29,544,166 devoted to Airport improvements in this five-year plan, 84%, or $24,930,750, will come from federal and state grants.

Culture and Recreation – $8,392,940

Parks and Recreation - $8,317,940

Along with the promise of physical safety and the existence of reliable utility services, a critical factor that attracts citizens to a city is the extent and quality of the park and recreation systems. Our commitment to these systems continues in this CIP.

New to the CIP is the **Ontario Park Development** project ($1,300,000, page 149). Work on developing a master plan for this new 50-acre community park began in FY 2025/26. Most likely the development of the park will occur in a number of phases. This project anticipates that the first phase will include improvements on the north side of the park including: demolition of existing buildings, construction of a parking lot, installation of a bridge over Clear Creek, and an initial path from the parking lot to the bridge.

The Park System/Facilities Improvements program ($2,169,320, page 150) will address maintenance issues throughout the park system with roof, parking lot, drinking fountain, surface, and lighting repairs. The **Playground Equipment Improvements** program ($1,458,620, page 151) will fund the replacement of fourteen pieces of equipment in eleven parks over the life of the Plan.

Influenced by the goals of the City's Climate Action Plan, a new project, **Fitch Family Indoor Aquatic Center Solar** ($700,000, page 152) will install solar panels on the roof of the new facility to help reduce carbon emissions and operating costs.

The **Moore Memorial Park** project ($400,000, page 153) calls for a pedestrian bridge to be installed over Ioway Creek. The bridge will link the 50 acres of Moore Park on the east side of the creek with the 40 acres of City property west of the creek, which was previously being farmed. The ultimate goal of the project is to construct a path connecting the Moore Park property to the City's bike path system on Ontario Road.

Homewood Golf Course ($300,000, page 155) receives attention in this CIP with a new project to resurface a portion of the existing parking lot as well as construct additional parking spaces for golf course and clubhouse users.

The **Ames/ISU Ice Arena** project ($120,000, page 157) identifies the need for preventive maintenance to overhaul the ice-making system compressors at the facility.

The **Ada Hayden Heritage Park** project ($1,000,000, page 158) includes two initiatives: the creation of a child-friendly fishing pond in the northwest section of the park, north of the Upland Trail, and total replacement of the main, north parking lot.

Of the total amount earmarked in the CIP to support the park system, 85% ($7,032,940) will come from non-property tax funds including grants and enterprise user fees.

Cemetery - $75,000

The **Cemetery Improvements** program ($75,000, page 161) will include funding to purchase three additional columbaria for the Ames Municipal Cemetery.

Community Development – $875,000

The City Council's commitment to strengthening our residential and commercial neighborhoods will continue to be bolstered by the **Downtown Façade** ($375,000, page 165), the **Campustown Façade** ($250,000, page 166), and the **Neighborhood Improvement** ($250,000, page 167) grant programs. To date, funding of approximately $1,300,000 has been granted through these programs to make physical improvements in our commercial and residential neighborhoods.

General Government – $440,000

The **City Hall Improvements** program ($440,000, page 171) provides funding for ongoing expenditures to maintain this important municipal building, as well as to engage in two new architectural studies. The first study will be an evaluation of the exterior doors and options that meet the historical look of the City Hall while improving energy efficiency. The second study will involve an in-depth review of the replacement of the building's HVAC system, which will include measures to meet the goals of the City Climate Action Plan.

Special Thanks!

As always, I want to thank our Department Heads and staff members, who have identified the projects needed for the next five years that respond to the City Council's stated priorities and to the input provided by our residents regarding the CIP.

In addition, our budget team, comprised of our Finance Director, Corey Goodenow, our Budget Manager, Nancy Masteller, our Budget Analyst, Patti Lehman, our Finance Secretary, Bre Van Sickle, and our two Assistant City Managers, Brian Phillips and Pa Vang Goldbeck, deserve recognition for their work in reviewing the department project recommendations, helping develop long-range revenue and expenditure projections, and coordinating the compilation of the CIP document.

Respectfully submitted,

Steven L. Schainker
City Manager

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CITY OF AMES, IOWA

FIVE-YEAR CAPITAL IMPROVEMENTS PLAN

2026-2031

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How to Use the CIP Document

The 2026-2031 Capital Improvements Plan for the City of Ames is organized according to the City's program structure of services. This format allows decision-makers to consider proposed improvements in much the same manner as the annual operating budget. First-year portions of these projects can also be identified in the annual operating program budget.

1. The **Description/Justification** section outlines the basic work to be done and the intended outcome or result of the project, the reasons behind the proposal of the project, and the advantages to the City of undertaking the project. The section may also describe the disadvantages to the City of either waiting to do the project or of disapproving it altogether.

2. The **Comments** section outlines any additional information related to the project, including status changes from a previous year, its relationship to other projects or future developments, impacts on operating budgets and other factors.

3. The **Location** section lists a street location or various locations for each project. Specific locations for Public Works projects can also be found on the City of Ames website at: https://gis.cityofames.org/images/apps/cipmaps.html

In addition to the above information, the bottom of each page lists the types of costs (planning, construction, etc.) which will be associated with the project for each year of the present CIP. Below that is shown the source of financing for the project in each year.

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Projection of Debt Capacity

	2024/25 Actual	2025/26 Budgeted	2026/27 Projected	2027/28 Projected	2028/29 Projected	2029/30 Projected	2030/31 Projected
1. Total Actual Valuation	6,561,140,157	6,631,161,731	7,288,634,193	7,507,293,219	7,732,512,016	7,964,487,376	8,203,421,997
2. State Mandated Debt Limit	328,057,008	331,558,087	364,431,710	375,364,661	386,625,601	398,224,369	410,171,100
3. City Reserve (25% of Limit)	82,014,252	82,889,522	91,107,928	93,841,165	96,656,400	99,556,092	102,542,775
Un-Reserved Debt Capacity	246,042,756	248,668,565	273,323,782	281,523,496	289,969,201	298,668,277	307,628,325
4. Outstanding Debt	74,205,000	75,910,000	65,840,000	56,645,000	47,990,000	39,680,000	31,835,000
5. Proposed Issues	-	-	45,594,416	14,965,750	13,090,044	14,899,496	13,660,000
6. Balance of Proposed Issues	-	-	-	44,224,416	56,188,928	65,269,853	74,979,909
Total Debt Subject to Limit	74,205,000	75,910,000	111,434,416	115,835,166	117,268,972	119,849,349	120,474,909
7. Available Un-Reserved Debt Capacity ($)	171,837,756	172,758,565	161,889,366	165,688,330	172,700,229	178,818,928	187,153,416
8. Available Un-Reserved Debt Capacity (%)	69.84%	69.47%	59.23%	58.85%	59.56%	59.87%	60.84%
9. Total Debt Capacity ($)	253,852,008	255,648,087	252,997,294	259,529,495	269,356,629	278,375,020	289,696,191
10. Total Debt Capacity (%)	77.38%	77.11%	69.42%	69.14%	69.67%	69.90%	70.63%

Assumption Notes

1. *Total assessed valuation plus utility valuation growth assumption is 3.0% per year.*
2. *State of Iowa statutory debt limit is 5% of total actual valuation.*
3. *City Policy reserves 25% percent of available debt capacity.*
4. *Current outstanding debt subject to limit at Fiscal Year End includes all debt in which property taxes are pledged.*
5. *Debt issues subject to limit proposed are part of Capital Improvement Plan.*
6. *Debt Balance on Issues in Capital Improvement Plan.*
7. *Debt capacity available after deducting the reserved capacity.*
8. *Percentage of debt capacity available after deducting the reserved capacity.*
9. *Debt capacity available prior to deducting the reserved capacity.*
10. *Percentage of Debt capacity available prior to deducting the reserved capacity.*

Issuance Notes

The FY 2026/27 GO Bond issuance includes reimbursement for R3C ($6,889,110) and Fire Station 2 Relocation expenses incurred in FY 2025/26 ($589,725)

Debt Capacity Comparisons

City	Fiscal Year	2022 Population (est.)	Assessed Value *(1)*	Debt Limit *(2)*	Debt *(3)*	Margin *(4)*	Percent Margin Available *(5)*
Des Moines	2024	212,031	19,295,979,349	964,798,967	620,627,753	344,171,214	35.67%
Cedar Rapids	2023	136,467	13,045,820,684	652,291,034	366,140,000	286,151,034	43.87%
Davenport	2025	101,009	9,873,205,822	493,660,291	208,701,980	284,958,311	57.72%
Sioux City	2025	85,617	7,354,624,116	367,731,206	150,009,961	217,721,245	59.21%
Iowa City	2024	74,596	7,248,396,000	362,419,800	96,107,000	266,312,800	73.48%
Ankeny	2025	70,287	10,599,779,037	529,988,952	97,645,000	432,343,952	81.58%
West Des Moines	2025	69,792	13,015,075,192	650,753,760	296,197,164	354,556,596	54.48%
Waterloo	2023	66,941	4,311,258,748	215,562,937	120,969,059	94,593,878	43.88%
Council Bluffs	2024	62,415	7,315,610,000	365,780,500	74,060,500	291,720,000	79.75%
Average w/out Ames							**58.85%**
Ames	**2027**	**66,424**	**7,288,634,193**	**364,431,710**	**111,434,416**	**252,997,294**	**69.42%**

Notes

1. *Total actual assessed valuation.*
2. *Debt limit of 5% of actual valuation.*
3. *Debt issued that is applicable to limit.*
4. *Legal debt margin (debt limit (2) less debt (3)).*
5. *Percentage of margin available (margin (4) divided by debt limit (2)).*

Summary of Major Bond Issues

City of Ames, Iowa
Capital Improvements Plan

General Obligation Bonds	Project Total	Category Total	% Project G.O. Funded	Other Sources of Funding
2026/27:				
Fire:		6,680,955		
Fire Station 2 Relocation	6,680,955		100%	
Street Improvements:		15,375,000		
Asphalt Street Pavement Improvements	2,340,000		100%	
Arterial Street Pavement Improvements (East Lincoln Way)	1,260,000		30%	Grants
CyRide Route Pavement Improvements (Lincoln Way - Hayward to Beach)	3,800,000		100%	
Concrete Pavement Improvements	3,300,000		100%	
Seal Coat Pavement Improvements	900,000		100%	
Collector Street Pavement Improvements (State Avenue)	2,800,000		100%	
Freel Drive Paving	975,000		100%	
Traffic Improvements:		178,756		
Intelligent Transportation System	178,756		46%	Road Use Tax
Airport Improvements:		763,250		
Airport Airside Improvements	623,250		4%	Grants/Airport Improvements
Airport Entryway Improvements	140,000		20%	Grants
2026/27 Total		**22,997,961**		

* In addition to the $22,997,961 in GO Bonds to be issued for the 2026/27 CIP, $589,725 will be issued for Fire Station 2 Relocation expenses that will be incurred in FY 2025/26.

Summary of Major Bond Issues, continued

General Obligation Bonds	Project Total	Category Total	% Project G.O. Funded	Other Sources of Funding
2027/28:				
Fire:		4,329,750		
Fire Station 2 Relocation	3,185,448		100%	
Fire Engine 2 Replacement	1,144,302		100%	
Street Improvements:		10,636,000		
Asphalt Street Pavement Improvements	3,900,000		100%	
Arterial Street Pavement Improvements	936,000		35%	Grants
CyRide Route Pavement Improvements (Bloomington Road)	1,725,000		100%	
Concrete Pavement Improvements (Sixth Street - Clark to Duff)	1,525,000		100%	
Seal Coat Pavement Improvements	750,000		100%	
Collector Street Pavement Improvements (West Street)	1,400,000		100%	
Alley Pavement Improvements	400,000		100%	MPO/STP Funds
2027/28 Total		**14,965,750**		

Summary of Major Bond Issues, continued

General Obligation Bonds	Project Total	Category Total	% Project G.O. Funded	Other Sources of Funding
2028/29:				
Fire:		1,331,544		
Fire Engine 4	1,331,544		100%	
Street Improvements:		8,900,000		
Asphalt Street Pavement Improvements	4,000,000		100%	
Arterial Street Pavement Improvements (Duff Avenue - 20th to Northwood)	800,000		31%	Grants
CyRide Route Pavement Improvements (16th Street - Grand to Ridgewood)	1,500,000		100%	
Concrete Pavement Improvements (7th Street - Grand to Burnett)	1,200,000		100%	
Seal Coat Pavement Improvements	1,000,000		100%	
Alley Pavement Improvements	400,000		100%	
Shared Use Paths:		300,000		
Multi-Modal Roadway Improvements (16th Street - Grand to Ridgewood)	300,000		100%	
Traffic Improvements:		1,300,000		
Traffic System Capacity (24th Street/Grand Avenue intersection)	1,000,000		63%	Road Use Tax/Grants
Traffic Signal Program (13th/Ridgewood intersection)	300,000		60%	Road Use Tax
Street Rehabilitation:		250,000		
Lincoln Way Bridge Replacement	250,000		100%	
Airport:		1,008,500		
Airport Airside Improvements	433,500		10%	Grants/Airport Improvements
Airport Entryway Improvements	575,000		100%	
2028/29 Total		**13,090,044**		

Summary of Major Bond Issues, continued

General Obligation Bonds	Project Total	Category Total	% Project G.O. Funded	Other Sources of Funding
2029/30:				
Fire:		796,996		
Self Contained Breathing Apparatus	796,996		100%	
Street Improvements:		9,540,000		
Asphalt Street Pavement Improvements	3,700,000		100%	
Arterial Street Pavement Improvements (E 13th Street - McCormick to Dayton)	540,000		35%	Grants
CyRide Route Pavement Improvements (Dickinson Avenue/Steinbeck Street)	1,200,000		100%	
Concrete Pavement Improvements (13th Street - Hyland to UPRR Bridge)	900,000		100%	
Seal Coat Pavement Improvements	2,800,000		100%	
Alley Pavement Improvements	400,000		100%	
Traffic Improvements:		300,000		
Traffic Signal Program (South Duff/Airport Road intersection)	300,000		60%	Road Use Tax
Street Rehabilitation:		3,750,000		
Lincoln Way Bridge Replacement	3,750,000		71%	Grants
Airport:		512,500		
Airport Airside Improvements	512,500		10%	Grants/Airport Improvements
2029/30 Total		**14,899,496**		

Summary of Major Bond Issues, continued

General Obligation Bonds	Project Total	Category Total	% Project G.O. Funded	Other Sources of Funding
2030/31:				
Street Improvements:		11,860,000		
Asphalt Street Pavement Improvements	3,300,000		100%	
Arterial Street Pavement Improvements (E 13th - Meadowland to Skunk River)	540,000		20%	Grants
CyRide Route Pavement Improvements (Thackery/Todd/Alcott)	1,700,000		100%	
Concrete Pavement Improvements (7th Street - Burnett to Duff)	1,200,000		100%	
Seal Coat Pavement Improvements	2,120,000		100%	
Collector Street Pavement Improvements (Wheeler Street)	1,200,000		100%	
Alley Pavement Improvements	400,000		100%	
Campustown Public Improvements	1,400,000		100%	
Traffic Improvements:		300,000		
Traffic Signal Program (Bloomington Road/Hyde Avenue intersection)	300,000		41%	Road Use Tax/Developer
Airport:		800,000		
Airport Airside Improvements	800,000		67%	Grants
Parks and Recreation:		700,000		
Ada Hayden Heritage Park Parking Lot	700,000		100%	
2030/31 Total		**13,660,000**		
Total General Obligation Bonds		**79,613,251**		

Summary of Major Bond Issues, continued

Abated General Obligation Bonds	Project Total	Category Total	% Project Bond Funded	Other Sources of Funding
2026/27:				
Resource Recovery:		15,117,620		
Resource Recovery and Recycling Campus	15,117,620		100%	Revenue abated G.O. Bonds
Total Abated General Obligation Bonds		**15,117,620**		

* In addition to the $15,117,620 in abated General Obligation Bonds to be issued for the 2026/27 CIP, $6,889,110 will be issued for Resource Recovery and Recycling Campus expenses that will be incurred in FY 2025/26.

Summary of Major Bond Issues, continued

Electric Revenue Bonds	Project Total	Category Total	% Project Bond Funded	Other Sources of Funding
2026/27:				
Electric Services:		4,000,000		
New Thermal Generation	4,000,000		100%	
2026/27 Total		**4,000,000**		
2027/28:				
Electric Services:		53,444,500		
Prairie View 161 kV Line	3,444,500		83%	Iowa State University
New Thermal Generation	50,000,000		100%	
2027/28 Total		**53,444,500**		
2028/29:				
		25,000,000		
New Thermal Generation	25,000,000		100%	
2028/29 Total		**25,000,000**		
2030/31:				
Electric Services:		50,000,000		
Renewable Energy	50,000,000		100%	
2028/29 Total		**50,000,000**		
Total Electric Revenue Bonds		**132,444,500**		

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CITY-WIDE PROGRAM SUMMARY

CITY OF ames™

Total Capital Improvements Plan Expenditures and Funding Sources

	Total	2026/27	2027/28	2028/29	2029/30	2030/31	Page
Expenditures by Program:							
Public Safety	13,139,245	6,680,955	4,329,750	1,331,544	796,996	-	37
Utilities	264,509,155	54,722,155	71,830,000	53,832,000	20,687,000	63,438,000	45
Transportation	144,096,759	44,812,337	20,862,170	25,641,587	28,379,691	24,400,974	107
Culture and Recreation	8,392,940	3,543,500	1,182,380	894,280	986,780	1,786,000	147
Community Development	875,000	175,000	175,000	175,000	175,000	175,000	163
General Government	440,000	90,000	125,000	75,000	75,000	75,000	169
Total Expenditures	**431,453,099**	**110,023,947**	**98,504,300**	**81,949,411**	**51,100,467**	**89,874,974**	
Funding Sources:							
Debt	251,770,371	51,025,581	68,983,250	49,366,044	18,312,496	64,083,000	
City	116,658,130	32,901,306	22,396,703	21,914,751	21,354,255	18,091,115	
Other	63,024,598	26,097,060	7,124,347	10,668,616	11,433,716	7,700,859	
Total Funding Sources	**431,453,099**	**110,023,947**	**98,504,300**	**81,949,411**	**51,100,467**	**89,874,974**	

Capital Improvements Plan Expenditure Summary By Program

City of Ames, Iowa
Capital Improvements Plan

	Total	2026/27	2027/28	2028/29	2029/30	2030/31	Page
Public Safety:							37
Fire Safety	13,139,245	6,680,955	4,329,750	1,331,544	796,996	-	38
Total Public Safety	**13,139,245**	**6,680,955**	**4,329,750**	**1,331,544**	**796,996**	**-**	
Utilities:							45
Electric Services	173,163,535	18,968,535	60,335,000	31,010,000	9,350,000	53,500,000	47
Water Production/Treatment	17,118,000	816,000	1,052,000	14,261,000	514,000	475,000	71
Water Pollution Control	18,965,000	9,915,000	1,668,000	986,000	3,838,000	2,558,000	81
Water Distribution	15,250,000	2,500,000	4,500,000	2,750,000	2,750,000	2,750,000	89
Sanitary Sewer System	12,750,000	2,550,000	2,550,000	2,550,000	2,550,000	2,550,000	92
Stormwater Management	8,840,000	2,050,000	1,600,000	2,150,000	1,560,000	1,480,000	95
Resource Recovery	18,422,620	17,922,620	125,000	125,000	125,000	125,000	101
Total Utilities	**264,509,155**	**54,722,155**	**71,830,000**	**53,832,000**	**20,687,000**	**63,438,000**	
Transportation:							107
Street Improvements	67,435,000	18,580,000	12,665,000	10,985,000	10,860,000	14,345,000	108
Shared Use Path System	7,520,000	1,220,000	1,050,000	1,250,000	2,450,000	1,550,000	119
Traffic Improvements	8,268,600	1,468,600	1,525,000	2,900,000	775,000	1,600,000	124
Street Rehabilitation	8,040,000	600,000	485,000	735,000	5,735,000	485,000	130
Transit System	23,288,993	5,278,737	4,720,504	4,734,087	3,334,691	5,220,974	135
Airport	29,544,166	17,665,000	416,666	5,037,500	5,225,000	1,200,000	141
Total Transportation	**144,096,759**	**44,812,337**	**20,862,170**	**25,641,587**	**28,379,691**	**24,400,974**	

Capital Improvements Plan Expenditure Summary By Program, continued

	Total	2026/27	2027/28	2028/29	2029/30	2030/31	Page
Culture and Recreation:							147
Parks and Recreation	8,317,940	3,543,500	1,107,380	894,280	986,780	1,786,000	148
Cemetery	75,000	-	75,000	-	-	-	160
Total Culture and Recreation	**8,392,940**	**3,543,500**	**1,182,380**	**894,280**	**986,780**	**1,786,000**	
Community Development:							163
Neighborhood Improvements	875,000	175,000	175,000	175,000	175,000	175,000	164
Total Community Development	**875,000**	**175,000**	**175,000**	**175,000**	**175,000**	**175,000**	
General Government:							169
Facilities	440,000	90,000	125,000	75,000	75,000	75,000	170
Total General Government	**440,000**	**90,000**	**125,000**	**75,000**	**75,000**	**75,000**	
Total Expenditures	**431,453,099**	**110,023,947**	**98,504,300**	**81,949,411**	**51,100,467**	**89,874,974**	

Capital Improvements Plan Funding Source Summary

	Total	2026/27	2027/28	2028/29	2029/30	2030/31
Debt:						
G.O. Bonds	79,613,251	22,997,961	14,965,750	13,090,044	14,899,496	13,660,000
G.O. Bonds (revenue abated)	15,117,620	15,117,620	-	-	-	-
G.O. Bonds (previously issued)	1,660,000	1,660,000	-	-	-	-
Electric Revenue Bonds	132,444,500	4,000,000	53,444,500	25,000,000	-	50,000,000
State Revolving Fund Loans	22,935,000	7,250,000	573,000	11,276,000	3,413,000	423,000
Total Debt Funding	**251,770,371**	**51,025,581**	**68,983,250**	**49,366,044**	**18,312,496**	**64,083,000**
City:						
Local Option Sales Tax	11,424,940	2,138,500	2,219,380	2,194,280	2,386,780	2,486,000
Road Use Tax	9,080,844	1,990,844	1,935,000	1,610,000	1,385,000	2,160,000
Electric Utility Fund	37,480,885	14,696,585	5,749,525	5,272,775	8,653,000	3,109,000
Water Utility Fund	20,579,000	3,391,000	5,162,000	5,810,000	3,339,000	2,877,000
Sewer Utility Fund	19,694,000	4,965,000	3,860,000	3,286,000	2,725,000	4,858,000
Stormwater Utility Fund	9,090,000	2,100,000	1,650,000	2,200,000	1,610,000	1,530,000
Resource Recovery Fund	965,000	465,000	125,000	125,000	125,000	125,000
Transit Capital Reserve Fund	6,268,795	1,529,377	1,366,132	1,356,696	1,070,475	946,115
Airport Improvements Fund	454,166	67,500	266,666	60,000	60,000	-
Geitel Winakor Fund	1,100,000	1,100,000	-	-	-	-
Council Priorities Fund	57,500	57,500	-	-	-	-
Daley Park Donation Fund	43,000	-	43,000	-	-	-
Ice Arena Capital Reserve Fund	120,000	100,000	20,000	-	-	-
Homewood Golf Course Fund	300,000	300,000	-	-	-	-
Total City Funding	**116,658,130**	**32,901,306**	**22,396,703**	**21,914,751**	**21,354,255**	**18,091,115**

Capital Improvements Plan Funding Source Summary, continued

	Total	2026/27	2027/28	2028/29	2029/30	2030/31
Other:						
Federal/State Grants	55,702,448	23,291,110	6,033,372	9,481,391	9,736,716	7,159,859
Iowa State University	3,928,150	1,061,950	1,090,975	687,225	697,000	391,000
Iowa Department of Transportation	1,500,000	1,500,000	-	-	-	-
MPO Funds	1,744,000	244,000	-	500,000	1,000,000	-
Developer Funds	150,000	-	-	-	-	150,000
Total Other Funding	**63,024,598**	**26,097,060**	**7,124,347**	**10,668,616**	**11,433,716**	**7,700,859**
Total Funding Sources	**431,453,099**	**110,023,947**	**98,504,300**	**81,949,411**	**51,100,467**	**89,874,974**

PUBLIC SAFETY

CITY OF ames™

Public Safety

	Total	2026/27	2027/28	2028/29	2029/30	2030/31	Page
Expenditures:							
Fire Safety	13,139,245	6,680,955	4,329,750	1,331,544	796,996	-	38
Total Expenditures	**13,139,245**	**6,680,955**	**4,329,750**	**1,331,544**	**796,996**	**-**	
Funding Sources:							
Debt:							
G.O. Bonds	13,139,245	6,680,955	4,329,750	1,331,544	796,996	-	
Total Funding Sources	**13,139,245**	**6,680,955**	**4,329,750**	**1,331,544**	**796,996**	**-**	

Public Safety - Fire

Project/Funding Source	Total	2026/27	2027/28	2028/29	2029/30	2030/31	Page
Project:							
Fire Station #2 Relocation	9,866,403	6,680,955	3,185,448	-	-	-	39
Fire Engine #2 Replacement	1,144,302	-	1,144,302	-	-	-	40
Fire Engine #4	1,331,544	-	-	1,331,544	-	-	41
Self-Contained Breathing Apparatus	796,996	-	-	-	796,996	-	42
Total Project Expenditures	**13,139,245**	**6,680,955**	**4,329,750**	**1,331,544**	**796,996**	**-**	
Funding Sources:							
Debt:							
G.O. Bonds	13,139,245	6,680,955	4,329,750	1,331,544	796,996	-	
Total Funding Sources	**13,139,245**	**6,680,955**	**4,329,750**	**1,331,544**	**796,996**	**-**	

Fire Station #2 Relocation

Project Status: New

Description/Justification
Ames Fire Station #2, located at 132 Welch Avenue, was constructed in 1966. The existing single-story, 5,500 square foot, three-bay station no longer meets modern operational and safety standards and presents access challenges due to its location in a high-traffic pedestrian area, prompting consideration of relocation to better serve current and future community needs. The proposed relocation site is at 601 State Avenue on Iowa State University property, which the City will lease at no cost for 52 years. The lease agreement was finalized by the Iowa Board of Regents on November 12, 2025. Relocation will not require additional personnel or apparatus, and approximately $172,218 in existing movable equipment will be transferred to the new station to reduce project costs.

The City contracted with Brown Reynolds Watford (BRW) Architects to develop schematic designs and cost estimates in preparation for a bond referendum. Following design refinement and value-engineering efforts, the proposed station is 12,925 square feet with four apparatus bays and includes operational improvements and a Net Zero Ready design featuring a geothermal HVAC system and electrical capacity that would support a future solar installation. At its August 12, 2025 meeting, City Council directed staff to pursue a Net Zero Ready design, with current construction costs estimated at $8,936,574, which includes additional engineering costs related to Net Zero Ready design.

On September 16, 2025, the Ames City Council approved a resolution placing a $10,500,000 bond referendum on the November 2025 ballot. The referendum was approved by Ames voters on November 4, 2025, authorizing the issuance of general obligation bonds for the project. Upon completion of the new station, the City will sell the old Station #2 property with proceeds being used to offset future debt service, although no sale proceeds are assumed in current financial projections.

City staff will work with BRW to finalize the design phase, which is expected to take approximately nine months, followed by a 12- to 14-month construction period. Groundbreaking is anticipated in late fall 2026, with a final completion date anticipated at the end of calendar year 2027.

Comments
Costs for this project will span multiple fiscal years. The overall project cost is estimated to be $10,561,139. Preliminary project costs of $105,011 were incurred over the past several years as the plan for the new station and location were determined. The final design and construction costs are estimated to be $10,456,128 (architectural and engineering - $810,500, construction - $8,163,574, and fixtures, furniture and equipment - $1,482,054). Of this total, $589,725 will be expended in FY 2025/26 for architectural/engineering services, with the $9,866,403 project balance projected for FY 2026/27 and FY 2027/28.

Location
Fire Station #2, 132 Welch Avenue (current) and 601 State Avenue (new)

	Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:						
Architectural/Engineering	220,775	110,275	110,500			
Construction	8,163,574	6,122,680	2,040,894			
Furnishings, Fixtures, and Equipment	1,482,054	448,000	1,034,054			
Total	**9,866,403**	**6,680,955**	**3,185,448**			
Financing:						
G.O. Bonds	9,866,403	6,680,955	3,185,448			
Total	**9,866,403**	**6,680,955**	**3,185,448**			

Program - Activity:	**Department:**	**Account Number:**
Public Safety - Fire	Fire	387-2202-429

Fire Apparatus Replacement Program/Fire Engine #2

Project Status: No Change

Description/Justification
Fire apparatus are essential for structural firefighting. The Fire Apparatus Replacement Program ensures replacement of fire apparatus at the end of their operational lives. The City maintains two frontline engines (Engine 1 and Engine 2) and one ladder truck (Tower 1). The City maintains its current fleet very well, which facilitates keeping frontline fire apparatus for a maximum of 15 years. Our goal is to then refurbish and retain those apparatus for an additional 10 years each as reserve apparatus. Reserve apparatus are used frequently for training academies or anytime a frontline apparatus requires service. Reserve apparatus are also used during large scale incidents by recalled firefighters, to respond to the scene or additional incidents that occur during the same time.

One of the current reserve apparatus is an engine purchased new in 1996. It has now reached the end of its reserve service life. Current Engine 2 is eligible for refurbishment and would make an excellent reserve engine. It would replace the current 1996 reserve engine and add additional safety features like driver and passenger-side airbags.

Engine 2 (purchased new in 2010) is currently in good condition but requires more maintenance and repairs as it ages. The estimated cost is $1,019,302. The estimated refurbishment cost for Engine 2 is $125,000.

Comments
On April 23, 2024, City Council awarded a contract to Reliant Fire Apparatus, Inc., utilizing Sourcewell, for the purchase of a new fire Engine 2 for $1,019,302. Payment for this engine will not be due until delivery of the apparatus to the City, which is not expected until FY 2027/28. For this reason, the purchase of Engine 2 has been delayed from FY 2025/26 to FY 2027/28. There is also a cost change to reflect the actual purchase price and estimated refurbishment cost for current Engine 2 after delivery of new Engine 2 from $1,071,499 to $1,144,302, an increase of $72,803.

Iowa State University continues to partner with the City of Ames by funding 25% of the debt service for this project.

Location
Fire Station #2, 132 Welch Avenue (Engine 2)

	Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:						
Replace Engine #2	1,019,302		1,019,302			
Refurbish Engine #2 for Reserve Status	125,000		125,000			
Total	**1,144,302**		**1,144,302**			
Financing:						
G.O. Bonds	1,144,302		1,144,302			
Total	**1,144,302**		**1,144,302**			

Program - Activity:	**Department:**	**Account Number:**
Public Safety - Fire	Fire	

Fire Apparatus Replacement Program/Fire Engine #4

Project Status: No Change

Description/Justification
Fire apparatus are essential for structural firefighting. The City maintains one frontline apparatus for each fire station. The frontline apparatus are two fire engines and one ladder truck. The City has three fire stations, with one of the three corresponding frontline apparatus operating out of each station.

Additionally, the City now maintains three reserve apparatuses, a 1996 fire engine, a 2005 fire engine, and a 2002 recently refurbished (2023) ladder truck. Reserve apparatus are used frequently for training academies or anytime a frontline apparatus requires service. Reserve apparatus are also used during large scale incidents by recalled firefighters, to respond to the scene or additional incidents that occur during the same time. The City recently disposed of a reserve apparatus, a 1989 fire engine, that was maintained until it was no longer sustainable.

With the realization that the City will require a fourth fire station in the near future to meet the expected growth of the Ames 2040 Plan, and to address increasing response times, it is time to start planning for the addition of a fourth frontline fire engine. Additionally, vehicle costs across all markets have experienced a dramatic price increase due to continued supply chain issues and delays, which is not expected to subside anytime soon. Emergency vehicle buildout times have also been increased due to these issues and are currently averaging around 48 months from contract execution to vehicle delivery.

The purchase of a fourth fire engine is in anticipation of opening a fourth fire station. The engine purchase can be delayed or advanced as more information becomes available. However, even if the construction of a fourth fire station is delayed, this new engine would allow the department to maintain two reserve engines.

The purchase price of a new fire engine, with like capabilities to the City's current fire fleet and corresponding equipment necessary to place the vehicle into service is $1,331,544.

Comments
Emergency vehicle prices continue to be volatile and are expected to increase at 6% per year over the next five years. Additionally, in January 2027, the EPA's Low-NOx Emissions Rule will go into effect, further regulating emissions for which emergency vehicles are non-exempt. The new EPA rule will limit diesel motor options for fire engine manufacturers and will increase the overall fire engine cost by $100,000.

Iowa State University continues to partner with the City of Ames by funding 25% of the debt service for this project.

Location
Future Fire Station #4

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
Engine #4		1,331,544			1,331,544		
	Total	**1,331,544**			**1,331,544**		
Financing:							
G.O. Bonds		1,331,544			1,331,544		
	Total	**1,331,544**			**1,331,544**		

Program - Activity: Public Safety - Fire
Department: Fire
Account Number:

Self-Contained Breathing Apparatus

Project Status: No Change

Description/Justification
Self-Contained Breathing Apparatus (SCBA) are essential personal protective equipment utilized by Ames Firefighters to protect against toxic environments. Ames Firefighters often enter areas filled with smoke, toxic gases, and other harmful substances, and SCBAs provide a breathable air supply to ensure their safety, and aid in their ability to rescue others. The use of SCBAs enhances operational capability, allowing firefighters to focus on rescue and firefighting efforts without the immediate concern of harmful air quality. SCBAs enable rapid response; fires can escalate quickly, and having this equipment allows firefighters to act immediately without needing to assess air quality first. Overall, SCBAs are an indispensable tool that enhances the safety and effectiveness of firefighters in their critical roles.

Additionally, SCBAs ensure compliance with safety regulations, as their use is mandated by OSHA (Occupational Safety and Health Association) 29 CFR 1910.134 respiratory protection, through NFPA (National Fire Protection Association) 1981 standards for firefighting, promoting best practices and protecting firefighter health.

The current SCBAs and associated equipment, such as supplied air units for confined space rescue and rapid intervention rescue kits, are reaching their 15-year life expectancy and need to be replaced. The air compressor used to fill SCBA cylinders at Fire Station 3 will also be replaced as part of this project. These compressors are specifically designed to provide clean, breathable air and meet stringent safety standards for quality and pressure. The compressor at Station 3 will be 28 years old at the time of replacement.

The cost to replace the SCBAs and associated equipment is estimated at $796,996.

Comments
SCBAs are an essential piece of personal protective equipment used by firefighters multiple times throughout a shift. This crucial equipment enables firefighters to effectively perform their duties while protecting their respiratory health and enhancing their ability to save lives.

Location
Fire Station #1, 1300 Burnett Avenue, Fire Station #2, 132 Welch Avenue, Fire Station #3, 2400 South Duff Avenue

	Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:						
Replace Self-Contained Breathing Apparatus	796,996				796,996	
Total	**796,996**				**796,996**	
Financing:						
G.O. Bonds	796,996				796,996	
Total	**796,996**				**796,996**	

Program - Activity: Public Safety - Fire
Department: Fire
Account Number:

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UTILITIES

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Utilities

Expenditures

	Total	2026/27	2027/28	2028/29	2029/30	2030/31	Page
Electric Services	173,163,535	18,968,535	60,335,000	31,010,000	9,350,000	53,500,000	47
Water Production/Treatment	17,118,000	816,000	1,052,000	14,261,000	514,000	475,000	71
Water Pollution Control	18,965,000	9,915,000	1,668,000	986,000	3,838,000	2,558,000	81
Water Distribution	15,250,000	2,500,000	4,500,000	2,750,000	2,750,000	2,750,000	89
Sanitary Sewer System	12,750,000	2,550,000	2,550,000	2,550,000	2,550,000	2,550,000	92
Stormwater Management	8,840,000	2,050,000	1,600,000	2,150,000	1,560,000	1,480,000	95
Resource Recovery	18,422,620	17,922,620	125,000	125,000	125,000	125,000	101
Total Expenditures	**264,509,155**	**54,722,155**	**71,830,000**	**53,832,000**	**20,687,000**	**63,438,000**	

Funding Sources:

Debt:						
G.O. Bonds (revenue abated)	15,117,620	15,117,620	-	-	-	-
Electric Revenue Bonds	132,444,500	4,000,000	53,444,500	25,000,000	-	50,000,000
State Revolving Fund Loans	22,935,000	7,250,000	573,000	11,276,000	3,413,000	423,000
Total Debt Funding	170,497,120	26,367,620	54,017,500	36,276,000	3,413,000	50,423,000

Utilities, continued

Project/Funding Source	Total	2026/27	2027/28	2028/29	2029/30	2030/31
Funding Sources, continued:						
City:						
Electric Utility Fund	37,480,885	14,696,585	5,749,525	5,272,775	8,653,000	3,109,000
Water Utility Fund	20,204,000	3,316,000	5,087,000	5,735,000	3,264,000	2,802,000
Sewer Utility Fund	19,319,000	4,890,000	3,785,000	3,211,000	2,650,000	4,783,000
Stormwater Utility Fund	8,840,000	2,050,000	1,600,000	2,150,000	1,560,000	1,480,000
Resource Recovery Fund	965,000	465,000	125,000	125,000	125,000	125,000
Total City Funding	86,808,885	25,417,585	16,346,525	16,493,775	16,252,000	12,299,000
Other:						
Federal/State Grants	1,775,000	375,000	375,000	375,000	325,000	325,000
Iowa State University	3,928,150	1,061,950	1,090,975	687,225	697,000	391,000
Iowa Department of Transportation	1,500,000	1,500,000	-	-	-	-
Total Other Funding	7,203,150	2,936,950	1,465,975	1,062,225	1,022,000	716,000
Total Funding Sources	**264,509,155**	**54,722,155**	**71,830,000**	**53,832,000**	**20,687,000**	**63,438,000**

Utilities - Electric Services

Project/Funding Source	Total	2026/27	2027/28	2028/29	2029/30	2030/31	Page
Project:							
Administration:							
Electric Vehicle Infrastructure	300,000	100,000	100,000	100,000	-	-	49
Transmission:							
69 kV Transmission Reconstruction	13,250,000	4,700,000	-	3,650,000	2,600,000	2,300,000	50
161 kV Line Relocation	1,500,000	1,500,000	-	-	-	-	51
Prairie View to Ames Plant 161 kV Line	4,150,000	-	4,150,000	-	-	-	52
Boone Junction 161 kV Line Improvements	1,725,000	-	-	225,000	1,500,000	-	53
Distribution:							
Ontario Substation 69 kV Breaker Addition	2,593,535	2,593,535	-	-	-	-	54
Mortensen Road Transformer Protection	6,600,000	400,000	4,200,000	-	2,000,000	-	55
Fiber Optic Fiber Replacement	770,000	100,000	335,000	335,000	-	-	56
Streetlight and Line Relocations	500,000	100,000	100,000	100,000	100,000	100,000	57
Dayton Avenue Substation Upgrade	2,100,000	-	200,000	-	950,000	950,000	58
Vet Med Substation Switchgear Upgrade	1,100,000	-	200,000	900,000	-	-	59
Production:							
New Thermal Generation	79,000,000	4,000,000	50,000,000	25,000,000	-	-	60
Coal Yard Reclamation	4,000,000	4,000,000	-	-	-	-	61
Power Plant Load Centers/Breakers	800,000	800,000	-	-	-	-	62
Turbine/Generator Major Overhaul	1,100,000	400,000	-	700,000	-	-	63
Power Plant Relay/Control Replacement	225,000	125,000	100,000	-	-	-	64
Power Plant Building Modifications	1,150,000	150,000	-	-	1,000,000	-	65

Utilities - Electric Services, continued

Project:	Total	2026/27	2027/28	2028/29	2029/30	2030/31	Page
Production (continued):							
Distributed Controls System Upgrade	700,000	-	700,000	-	-	-	66
Clear Water Pond Cleanup	250,000	-	250,000	-	-	-	67
Power Plant Building Heat	1,200,000	-	-	-	1,200,000	-	68
New Renewable Energy	50,000,000	-	-	-	-	50,000,000	69
Combustion Turbine Generation Improvements	150,000	-	-	-	-	150,000	70
Total Project Expenditures	**173,163,535**	**18,968,535**	**60,335,000**	**31,010,000**	**9,350,000**	**53,500,000**	

Funding Sources:		2026/27	2027/28	2028/29	2029/30	2030/31
Debt:						
Electric Revenue Bonds	132,444,500	4,000,000	53,444,500	25,000,000	-	50,000,000
City:						
Electric Utility Fund	35,140,885	12,356,585	5,749,525	5,272,775	8,653,000	3,109,000
Other:						
Iowa State University	3,928,150	1,061,950	1,090,975	687,225	697,000	391,000
Iowa Department of Transportation	1,500,000	1,500,000	-	-	-	-
Federal/State Grants	150,000	50,000	50,000	50,000	-	-
Total Other Funding	5,578,150	2,611,950	1,140,975	737,225	697,000	391,000
Total Funding Sources	**173,163,535**	**18,968,535**	**60,335,000**	**31,010,000**	**9,350,000**	**53,500,000**

Electric Vehicle Infrastructure

Project Status: No Change

Description/Justification
As the adoption of electric vehicles continues to grow in the coming years, Electric Services needs to continue to add charging infrastructure.

There are three levels of EV charging:

- Level 1 charging operates at 120V AC, supplying between 1.2 – 1.8 kW. This is the level provided by a standard household outlet and can provide approximately 40–50 miles of range overnight.
- Level 2 charging operates at 240V AC, supplying between 3.6 – 22 kW. This level includes charging stations that are commonly installed in homes, workplaces, and public locations and can provide approximately 25 miles of range per hour of charging.
- Level 3 (or DC Fast Charger) operates between 400 – 1000V AC, supplying 50 kW and above. DC Fast Chargers, which are generally only available in public locations, can typically charge a vehicle to 80% in approximately 20-30 minutes.

This project is for the addition of at least two Level 2 chargers within the Ames community annually for the next three years. The project assumes grant funding will be available in each of the years.

Comments
Utility investment into this project is being decreased with the anticipation of private infrastructure development. No new money was added to this Capital Improvement Project with the intention that FY 2028/29 would be the last year Electric provides significant funding to EV charging. Staff anticipates the infrastructure available throughout the city will continue to be built out by local businesses and private developers.

Location
Various locations are being considered such as 13th Street and Interstate 35 or Highway 30/South Dakota for DC Fast Chargers; and near the mall, Main Street, and other populated areas for Level 2 chargers.

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
Engineering/Meters		300,000	100,000	100,000	100,000		
	Total	**300,000**	**100,000**	**100,000**	**100,000**		
Financing:							
Electric Utility Fund		150,000	50,000	50,000	50,000		
Grant Funding		150,000	50,000	50,000	50,000		
	Total	**300,000**	**100,000**	**100,000**	**100,000**		

Program - Activity:	**Department:**	**Account Number:**
Utilities - Electric Administration	Electric Services	530-4806-489

69 kV Transmission Reconstruction

Project Status: Cost Increase Advanced

Description/Justification
This multi-year project will allow reconstruction of deteriorated portions of 69 kV transmission pole lines, replacing between one and three line-miles of 69 kV transmission line each year. The actual length and cost per mile will vary by terrain, accessibility, and attachments.

Comments
Line replacement candidates include: 1) the original MidAmerican 69 kV tie line that connects the Ames Plant switchyard to the MidAmerican 69 kV source point located south of Ames on Highway 69, 2) the Ames Plant to the Top-O-Hollow line, 3) the Top-O-Hollow line to the Stange Road Substation line, 4) and the Vet Med line to the Mortensen Road Substation line. The total project will require five years and will reconstruct approximately 11 miles of deteriorated 69 kV line.

Capacity and reliability improvements will include the reconstruction of distribution lines that are underbuilt on existing transmission lines and/or adding new distribution under-build along the same construction route line. Iowa State University's share of the project is based on a load-ratio-share at the time of implementation. For budgetary purposes, staff assumes the ISU load-ratio-share to be 17%.

After working with an engineering firm, it was discovered the projected amounts provided in the previous CIP were significantly lower than actual costs seen today for labor and materials needed to perform the scope within this project. As a result, the total of $13,250,000, an increase from the $8,450,000 programmed in the last CIP cycle, has been included over the five-year plan to align with the engineering firm's estimates.

Because transmission assets can be used for the benefit of other utilities, the City receives revenues from MISO for all investments in transmission assets. These revenues will be reflected in future operating budgets at a 10% rate of return on investment annually.

Location
Various locations

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
Engineering		1,800,000	750,000		650,000	100,000	300,000
Construction		11,450,000	3,950,000		3,000,000	2,500,000	2,000,000
	Total	**13,250,000**	**4,700,000**		**3,650,000**	**2,600,000**	**2,300,000**
Financing:							
Electric Utility Fund		10,997,500	3,901,000		3,029,500	2,158,000	1,909,000
Iowa State University		2,252,500	799,000		620,500	442,000	391,000
	Total	**13,250,000**	**4,700,000**		**3,650,000**	**2,600,000**	**2,300,000**

Program - Activity:	**Department:**	**Account Number:**
Utilities - Electric Transmission	Electric Services	530-4856-489

161 kV Line Relocation

Project Status: New

Description/Justification
The Iowa Department of Transportation (IDOT) has an improvement project along I-35 north of Ankeny that will result in road and bridge widening. Accomplishing this will require the relocation of a portion of the Ames to Ankeny 161 kV transmission line at the 290th Street overpass by the end of 2026. Electric Services will redesign the line, negotiate easements, purchase materials, and hire a contractor. All costs will be reimbursed by the Iowa DOT under a negotiated agreement. The engineering cost will be reimbursed under the agreement, but the City bears some risk of reimbursement for the engineering costs if the engineering is accomplished and the IDOT project is cancelled.

Location
I-35 north of Ankeny in the vicinity of the 290th Street overpass

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
Engineering		200,000	200,000				
Materials and Construction		1,300,000	1,300,000				
	Total	**1,500,000**	**1,500,000**				
Financing:							
Iowa DOT Reimbursement		1,500,000	1,500,000				
	Total	**1,500,000**	**1,500,000**				

Program - Activity:	**Department:**	**Account Number:**
Utilities - Electric Transmission	Electric Services	530-4819-489

Prairie View to Ames Plant 161 kV Line

Project Status: Cost Decrease Delayed

Description/Justification
With the changes in Waste-to-Energy occurring within the next three years, the Power Plant will no longer generate electricity on a continual basis. Therefore, Electric Services needs to enhance the grid reliability with increased transmission interconnections. ITC is developing a new 161 kV substation which provides a reasonable cost option to provide a new transmission source.

Electric Services is planning to interconnect its existing Ames Plant-Northeast Ankeny 161 kV line to ITC's planned 161 kV Prairie View Industrial Center (PVIC) substation. The joint funding of this substation and initial interconnection appeared in a previous CIP project. Following the construction of and interconnection with ITC's PVIC 161 kV substation, this project will construct a second 161 kV line between Ames Plant and PVIC substation. This will improve system reliability by providing an additional contingency source to Ames in the event of the concurrent loss of two transmission lines, a required MISO contingency planning condition that must be met. This project will require route planning, acquisition of additional easements, design, and construction. Because this line will be built entirely within Ames corporate limits, this second line will not require an additional franchise with the state of Iowa.

Comments
Iowa State University's share of the project is based on a load-ratio-share at the time of implementation. For budgetary purposes, staff assumes the ISU load-ratio-share to be 17%. Because transmission assets can be used for the benefit of other utilities, the City will receive revenue from MISO for all investments in transmission assets. These revenues will be reflected in future operating budgets at a 10% rate of return on investment annually.

2025/26	250,000	Engineering
2027/28	325,000	Engineering
	3,825,000	Construction
	4,400,000	

Location
Prairie View Industrial Center

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
Engineering		325,000		325,000			
Construction		3,825,000		3,825,000			
	Total	**4,150,000**		**4,150,000**			
Financing:							
Electric Revenue Bonds		3,444,500		3,444,500			
Iowa State University		705,500		705,500			
	Total	**4,150,000**		**4,150,000**			

Program - Activity: Utilities - Electric Transmission
Department: Electric Services
Account Number:

Boone Junction 161 kV Line Improvements

Project Status: No Change

Description/Justification
This project will install Optical Ground Wire (OPGW) on the existing 161 kV transmission line between Ames Stange Road 161 kV substation and Central Iowa Power Cooperative's Boone Junction 161 kV substation. OPGW is fiber optic cable enclosed in a metallic conductor installed at the top of the transmission structures. The conductor will both enhance the existing line protection and secure a reliable communication path for data from the Boone Junction Substation.

It is anticipated that several aged structures and/or hardware will require replacement during the OPGW installation. Funds are included to replace approximately 15% of the structures during this project, which will enhance the reliability of this important transmission line.

Comments
Alliant has indicated it intends to retire its radio system, which Ames is currently relying on to transmit transmission data. Therefore, an alternate communications form will be needed. A dedicated fiber path would not be susceptible to radio interference and would allow use of the much faster current-differential scheme similar to the protection scheme used in Ames' other 161 kV lines.

Iowa State University's share of the project is based on a load-ratio-share at the time of implementation. For budgetary purposes, staff assumes the ISU load-ratio-share to be 17%.

Because transmission assets can be used for the benefit of other utilities, the City will receive revenue from MISO for all investments in transmission assets. These revenues will be reflected in future operating budgets at a 10% rate of return on investment annually.

Location
Boone Junction/Ames 161 kV transmission route

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
Engineering		225,000			225,000		
Construction		1,500,000				1,500,000	
	Total	**1,725,000**			**225,000**	**1,500,000**	
Financing:							
Electric Utility Fund		1,431,750			186,750	1,245,000	
Iowa State University		293,250			38,250	255,000	
	Total	**1,725,000**			**225,000**	**1,500,000**	

Program - Activity: Utilities - Electric Transmission
Department: Electric Services
Account Number:

Ontario Substation 69 kV Breaker Addition

Project Status: Delayed Cost Increase

Description/Justification
This project will add a 69 kV line breaker, replace the existing 13.8 kV switchgear, add transformer breakers, replace all 13.8 kV and 69 kV relays and controls, upgrade the station service and feeders, replace fuses, upgrade the obsolete 69 kV bus potential transformers, replace the lightning arresters, and upgrade the grounding and shielding to the Ontario Road Substation. The cost increase is due to an increase in materials and labor costs from an outdated budget developed in 2019, as well as the new addition of capacitors at the substation.

The addition of 69 kV line and transformer breakers, 13.8 kV main breaker and replacement of obsolete relays and deteriorating lightning arrestors, potential transformers and related equipment will improve the reliability of transmission service to the Ontario distribution substation. This will also improve service for customers served from this substation by shortening the duration of unexpected outages.

Electric utility engineering practices recommend the use of 69 kV transmission breakers and the use of switchgear main breakers at distribution substations.

Comments
Iowa State University's (ISU) share of the project is based on a load-ratio-share at the time of implementation. For budgetary purposes, staff is assuming the ISU load-ratio-share to be 8.5%. This estimate is based on a 17% load-ratio-share and estimating 50% of the project cost is for the 69 kV facilities.

2022/23	203,535	Purchases of breakers
2025/26	1,371,465	Engineering, materials and construction
2026/27	2,593,535	Engineering, materials and construction
	4,168,535	

Location
Ontario Substation, Delaware Avenue and Utah Drive

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
Engineering		290,000	290,000				
Construction		2,303,535	2,303,535				
	Total	**2,593,535**	**2,593,535**				
Financing:							
Electric Utility Fund		2,373,085	2,373,085				
Iowa State University		220,450	220,450				
	Total	**2,593,535**	**2,593,535**				

Program - Activity:	**Department:**	**Account Number:**
Utilities - Electric Distribution	Electric Services	530-4821-489

Mortensen Road Substation 69 kV Transformer Protection

Project Status: Scope Change Cost Increase

Description/Justification
Mortensen substation is Electric Service's most heavily loaded transformer. This project is for the addition of a new 69 kV breaker, relays, and controls to replace the fuse protection on this distribution transformer. It also includes the replacement of two obsolete oil circuit breakers with low-maintenance gas breakers and installing perimeter security enhancements to the substation. The scope has expanded to include a second transformer, new metal clad switchgear, and pad-mounted capacitors for both transformers.

Comments
The use of gas breakers for transformer protection is consistent with recommended engineering practices in the electric utility industry and will minimize damage to the transformer and surrounding facilities while providing better worker safety in the event of a fault. They will also reduce maintenance and provide fast, reliable operation. Iowa State University's (ISU) share of the project is based on a load-ratio-share at the time of implementation. For budgetary purposes, staff assumes the ISU load-ratio-share to be 17% of the 69 kV-related costs (excluding the distribution transformer and metal-clad switchgear). Net share is estimated at 8.5%.

The project is delayed one year because of long equipment lead times, and the budgeted amount is increased by $4,400,000 due to the purchase of a second transformer, switchgear, and capacitors. The materials costs have doubled since first forecasting this project and, due to scope change, additional funds are needed to move the existing 69 kV bus structures to accommodate the addition of a second transformer in FY 2029/30. The transformer replacement is needed for additional capacity to serve load growth in the vicinity of Mortensen Avenue and South Dakota Avenue.

2023/24	150,000	Engineering
2024/25	200,000	Engineering
2026/27	400,000	Engineering
2027/28	4,200,000	Materials and construction – breakers, relays, controls, switchgear
2029/30	2,000,000	Materials and construction – transformer
	6,950,000	

Location
Mortensen Road Substation, 3040 Mortensen Road

	Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:						
Engineering	400,000	400,000				
Construction	6,200,000		4,200,000		2,000,000	
Total	**6,600,000**	**400,000**	**4,200,000**		**2,000,000**	
Financing:						
Electric Utility Fund	6,209,000	366,000	3,843,000		2,000,000	
Iowa State University	391,000	34,000	357,000			
Total	**6,600,000**	**400,000**	**4,200,000**		**2,000,000**	

Program - Activity:	Department:	Account Number:
Utilities - Electric Distribution	Electric Services	530-4824-489

Fiber Optic Hardware Replacement

Project Status: No Change

Description/Justification
In 2006, Electric Services installed a fiber optic network to provide communications to its substations to support protection functions and provide Supervisory Control and Data Acquisition (SCADA) communications to all substations. The electronic communication hardware is reaching the end of its useful life and there is limited availability of replacement parts for the original system components. While the current system is growing obsolete, advancements in fiber optic communication equipment offer operational and security enhancements. Additionally, it is important for the system replacements to be coordinated to avoid incompatibilities between old and new hardware system components. Therefore, it is necessary to replace the hardware components entirely, rather than simply piecemeal the upgrade. This replacement requires an engineering effort to plan the upgrade and to specify and procure the hardware and installation services.

Comments
Iowa State University (ISU) shares in the cost of transmission expenses. ISU's projected share of transmission-only costs is approximately 17%. ISU's share for this project will be half of that, as the fiber optic hardware system is utilized for both transmission and distribution functions. ISU's share of this project is therefore estimated to be 8.5% for its share of the transmission system.

Because transmission assets can be used for the benefit of other utilities, the City receives revenues from MISO for all investments in transmission assets. These revenues will be reflected in future operating budgets at a 10% rate of return on investment annually.

Location
Various (substations, Power Plant)

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
Engineering		170,000	100,000	35,000	35,000		
Construction		600,000		300,000	300,000		
	Total	**770,000**	**100,000**	**335,000**	**335,000**		
Financing:							
Electric Utility Fund		704,550	91,500	306,525	306,525		
Iowa State University		65,450	8,500	28,475	28,475		
	Total	**770,000**	**100,000**	**335,000**	**335,000**		

Program - Activity:	**Department:**	**Account Number:**
Utilities - Electric Distribution	Electric Services	530-4849-489

Streetlight and Line Relocations

Project Status: No Change

Description/Justification
This work is coordinated with Public Works Street improvement projects that require the relocation of various electric facilities, including streetlights, services, and distribution lines. Locations for streetlight and line relocations will be coordinated each year with Public Works Street Improvement projects.

Locations
Various

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
Construction		500,000	100,000	100,000	100,000	100,000	100,000
	Total	**500,000**	**100,000**	**100,000**	**100,000**	**100,000**	**100,000**
Financing:							
Electric Utility Fund		500,000	100,000	100,000	100,000	100,000	100,000
	Total	**500,000**	**100,000**	**100,000**	**100,000**	**100,000**	**100,000**

Program - Activity:	Department:	Account Number:
Utilities - Electric Distribution	Electric Services	530-4823-489

Dayton Avenue Substation Switchgear Upgrades

Project Status: Delayed Cost Increase

Description/Justification
This project will upgrade two existing 13.8 kV distribution metal-clad switchgear lineups at the Dayton Avenue Substation. The oldest switchgear has obsolete air blast breakers, no main breaker, and electro-mechanical relays. This switchgear needs to be replaced with all new switchgear with vacuum interrupter breakers, a main breaker, and microprocessor relays. The second switchgear has vacuum interrupter feeder breakers, which do not need to be replaced, but has no main breaker and uses older style relays. This project will provide for the addition of a main breaker and replacement of existing distribution relays with modern, microprocessor-based relays.

Comments
These upgrades are consistent with recommended electric utility industry engineering practices. The addition of a main breaker will improve safety for workers and improve system reliability using low-maintenance breakers and relays.

The project is delayed one year because of long lead times and availability of staff. The budgeted amount increased by $350,000 because some materials have doubled in cost since first forecasting this project.

2027/28	200,000	Engineering
2029/30	950,000	Engineering, materials and construction
2030/31	950,000	Engineering, materials and construction
	2,100,000	

Location
Dayton Avenue Substation, Pullman Street

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
Engineering		300,000		200,000		50,000	50,000
Construction		1,800,000				900,000	900,000
	Total	**2,100,000**		**200,000**		**950,000**	**950,000**
Financing:							
Electric Utility Fund		2,100,000		200,000		950,000	950,000
	Total	**2,100,000**		**200,000**		**950,000**	**950,000**

Program - Activity: Utilities - Electric Distribution
Department: Electric Services
Account Number:

Vet Med Substation Switchgear Replacement

Project Status: Delayed

Description/Justification
This project will replace the original 13.8 kV metal-clad distribution switchgear at the Vet Med Substation. The Vet Med substation expansion in 2011 installed two new transformers and switchgear, but the metal-clad switchgear was not upgraded at that time. This project will replace the metal-clad switchgear to add a main breaker and update older existing relays to current standards. The original “stacked” formation switchgear will be replaced with a much safer “single level” arrangement.

Comments
The addition of a main breaker will improve safety for workers and improve system reliability. The use of low-maintenance breakers and relays will provide protection that operates quickly and selectively. These upgrades are consistent with electric utility industry engineering practices.

Location
Vet Med Substation, South Riverside Drive

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
Engineering		200,000		200,000			
Construction		900,000			900,000		
	Total	**1,100,000**		**200,000**	**900,000**		
Financing:							
Electric Utility Fund		1,100,000		200,000	900,000		
	Total	**1,100,000**		**200,000**	**900,000**		

Program - Activity: Utilities - Electric Distribution
Department: Electric Services
Account Number:

New Thermal Generation

Project Status: Schedule Change

Description/Justification
Unit 7 started producing electricity in 1967 with an original design life of 30 years. In 1975, the boiler was modified to be able to also burn Refuse Derived Fuel (RDF). With the unit being in production for almost 60 years and burning RDF, the unit is showing several signs of its age and is no longer capable of providing the efficiency and reliability that is required for today's environment. A project is currently underway to assess the health of both Unit 7 and Unit 8 to gain more information, but Electric Services staff anticipates Unit 7 needing to be retired within the next 5 years.

The Electric Utility is required to retain generating capability to serve its electric load at any time. Purchasing capacity on the market exposes the utility to high and volatile pricing. Owning the capacity reduces the reliance on outside utilities, limits the risk for rate increases, and allows the City greater control over operating decisions. New generation can more quickly start and stop, providing better opportunity to fill in gaps when green generation is not available.

This project is for the construction of three Reciprocating Internal Combustion Engines (RICE) with a roughly 20 MW rating each. These engines can start and produce full load within 15 minutes, are highly efficient, operate on multiple fuels, and have a straightforward design that allows for easy maintenance. This total capacity will replace Unit 7's capacity of 35 MW and provide additional capacity to cover anticipated growth from beneficial electrification.

Comments

2025/26	4,000,000	Engineering (Electric Revenue Bonds)
	1,000,000	Engineering (Electric Utility Fund)
2026/27	4,000,000	Building/infrastructure
2027/28	50,000,000	Engineering and construction of two RICE units
2028/29	25,000,000	Engineering and construction of one RICE unit
	84,000,000	

Location
Existing Coal Yard

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost							
Engineering		4,000,000		2,000,000	2,000,000		
Construction and Materials		75,000,000	4,000,000	48,000,000	23,000,000		
	Total	**79,000,000**	**4,000,000**	**50,000,000**	**25,000,000**		
Financing:							
Electric Revenue Bonds		79,000,000	4,000,000	50,000,000	25,000,000		
	Total	**79,000,000**	**4,000,000**	**50,000,000**	**25,000,000**		

Program - Activity:	**Department:**	**Account Number:**
Utilities - Electric Production	Electric Services	534-4880-489

Coal Yard Reclamation

Project Status: Cost Increase Advanced

Description/Justification
In spring 2016, the Power Plant was converted from coal-fired to natural gas-fired generation. This project is to reclaim the old coal yard, demolish the existing equipment and associated buildings, remove the residual coal that is still on the site, and fill the retention basins. The restored space will be used by Electric Services as a site for future generation equipment.

Comments
It is anticipated that Resource Recovery will be converted to a transfer station by July of 2027. When the Power Plant is no longer burning Refuse Derived Fuel (RDF), the coal handling buildings and RDF bin can be removed. Based on recommendations from the engineer designing the new thermal generation, the site will require more demolition than originally anticipated. The project is being advanced to prepare the site for new thermal generation. Additionally, the cost has increased to reflect the increased scope of demolition.

It is anticipated that there will be two major contracts for the work:

2025/26 Engineering and preliminary earthwork ($35,095)
2026/27 Earthwork restoration including scraping the surface to remove coal and filling in the retention basins. Demolition of the thaw shed, shaker house, reclaim hopper, and conveyance tunnel. All building foundations will be removed to six feet below surface ($4,000,000).

Location
Power Plant, 200 East Fifth Street

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
Engineering		50,000	50,000				
Construction		3,950,000	3,950,000				
	Total	**4,000,000**	**4,000,000**				
Financing:							
Electric Utility Fund		4,000,000	4,000,000				
	Total	**4,000,000**	**4,000,000**				

Program - Activity:	**Department:**	**Account Number:**
Utilities - Electric Production	Electric Services	530-4895-489

Power Plant Load Centers and Breaker Replacement

Project Status: Cost Increase

Description/Justification

The six load centers in the Power Plant are used to take power off the generator bus bar and distribute it out to the different equipment in the plant. The active load centers are original and are built for old, outdated breakers. The load centers do not currently have up-to-date equipment built in that would allow them to be operated safely and more efficiently. Staff has determined that to reduce material and labor cost increases, the scope has been reduced to only equipment affecting Unit 8. This work will be done at the same time.

In addition, the existing 4160-volt breakers are very old and outdated, making it very difficult to find replacement parts and maintain a reliable electric source. These breakers will also be replaced as part of this project.

Comments

2023/24	50,000	Design
2024/25	400,000	Design, materials, and labor
2025/26	850,000	Materials and labor
2026/27	800,000	Materials and labor
	2,100,000	

Location

Power Plant, 200 East Fifth Street

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost							
Materials/Parts		800,000	800,000				
	Total	**800,000**	**800,000**				
Financing:							
Electric Utility Fund		800,000	800,000				
	Total	**800,000**	**800,000**				

Program - Activity:	**Department:**	**Account Number:**
Utilities - Electric Production	Electric Services	530-4855-489

Turbine/Generator Major Overhaul

Project Status: Delayed

Description/Justification
Unit 8 turbine-generator will be disassembled, inspected, and repaired as necessary after seven to eight years of cyclical operation. This work is required to replace worn parts, as well as to inspect the turbine and generator for repairs that may be needed to prevent unplanned downtime. The timeframe for this overhaul is recommended by the turbine manufacturer and follows accepted industry standards.

Comments
Because of the limited time to perform the work, spare parts must be ordered and delivered before the work begins. The parts ordered are either high wear parts or have been suggested for replacement from previous overhauls when the next major overhaul is performed. These parts are very specialized and can have very long lead times requiring them to be ordered up to a year in advance.

Staff anticipates that Unit 7 will need to be replaced with new generation equipment within the next five years. Therefore, the Unit 7 overhaul has been eliminated as the unit approaches retirement.

Unit 8:

2026/27	400,000	Engineering
2028/29	700,000	Construction
	1,100,000	

Location
Power Plant, 200 East Fifth Street

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
Engineering		400,000	400,000				
Construction		700,000			700,000		
	Total	**1,100,000**	**400,000**		**700,000**		
Financing:							
Electric Utility Fund		1,100,000	400,000		700,000		
	Total	**1,100,000**	**400,000**		**700,000**		

Program - Activity:	**Department:**	**Account Number:**
Utilities - Electric Production	Electric Services	530-4852-489

Power Plant Relay/Control Replacement

Project Status: No Change

Description/Justification
This project will replace existing electro-mechanical 13.8 kV feeders and 4.16 kV bus differential relays in the Power Plant. The existing relays are obsolete electro-mechanical devices which are becoming difficult to maintain and repair since replacement parts are no longer manufactured. By installing modern programmable relays and updated controls in this location, long-term reliability can be improved by eliminating the obsolete, maintenance-intensive, electro-mechanical relays. This project will likely take three years to complete.

Comments
These upgrades are consistent with recommended electric utility industry engineering practices.

2025/26	200,000	Engineering
2026/27	125,000	Construction
2027/28	100,000	Construction
	425,000	

Location
Power Plant, 200 East Fifth Street

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
Construction		225,000	125,000	100,000			
	Total	**225,000**	**125,000**	**100,000**			
Financing:							
Electric Utility Fund		225,000	125,000	100,000			
	Total	**225,000**	**125,000**	**100,000**			

Program - Activity:	**Department:**	**Account Number:**
Utilities - Electric Production	Electric Services	530-4862-489

Power Plant Building Modifications

Project Status: No Change

Description/Justification
This project brings much-needed improvements to the Power Plant. The Power Plant has gone through several changes over the last 50 years. Several of the Power Plant roofs are in poor repair and need to be replaced. This multi-year project is to make the building more energy efficient and prolong the life of the building.

Comments
Multiple vent fan assemblies have stopped working and need to be wrapped in plastic during cold months to hold building heat. The roof vent fans over the turbine deck and over other parts of the plant need to be replaced.

There are numerous leaks in the roof over the turbine deck and auxiliary bay; repairs will be made where possible and full replacement where necessary.

2026/27	150,000	Replace roof vent fan assemblies
2029/30	1,000,000	Repair roof over turbine deck
	1,150,000	

Location
Power Plant, 200 East Fifth Street

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost							
Engineering		150,000	50,000			100,000	
Construction		1,000,000	100,000			900,000	
	Total	**1,150,000**	**150,000**			**1,000,000**	
Financing:							
Electric Utility Fund		1,150,000	150,000			1,000,000	
	Total	**1,150,000**	**150,000**			**1,000,000**	

Program - Activity:	**Department:**	**Account Number:**
Utilities - Electric Production	Electric Services	530-4877-489

Distributed Controls System Upgrade

Project Status: No Change

Description/Justification
The Distributed Controls System (DCS) is the main control system for equipment throughout the Power Plant. The DCS was upgraded and greatly modified during the natural gas conversion in 2016. The DCS software and hardware were updated in 2021 to stay current and incorporate new technology. It is standard industry practice to update software and hardware every five years. This project is to continue that practice of updating every five years to stay current.

Comments
The existing software (Ovation 3.8.0) will be replaced with Ovation 4.X Evergreen. Most hardware will also be updated including the domain controller/database server, operator workstations, root switches, printers, and router. This software and hardware are highly specialized for Power Plant equipment control and are on a standalone system to maintain security protection.

Location
Power Plant, 200 East Fifth Street

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost							
Hardware/Software Upgrade		700,000		700,000			
	Total	**700,000**		**700,000**			
Financing:							
Electric Utility Fund		700,000		700,000			
	Total	**700,000**		**700,000**			

Program - Activity: Utilities - Electric Production

Department: Electric Services

Account Number:

Clear Water Pond Cleanup

Project Status: No Change

Description/Justification
The Power Plant currently uses two ponds, a pump supply pond and a clear water pond, for an ash removal sluicing system. The clear water pond collects ash from the burning of Refuse Derived Fuel (RDF) in Unit 7 or 8. The ash is removed from this pond on a regular basis and hauled to a landfill. Once RDF is no longer being burned at the Power Plant, the ponds will need to be drained and dredged of all remaining ash. The Power Plant plans to continue using these ponds for collecting sump water from the Power Plant.

Comments
After July 2027, when RDF is not being burned in Unit 7 or 8, the remaining RDF ash in these two ponds will need to be removed.

Location
Ash Pond, East 13th Street

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost							
Ash removal and pond cleanup		250,000		250,000			
	Total	**250,000**		**250,000**			
Financing:							
Electric Utility Fund		250,000		250,000			
	Total	**250,000**		**250,000**			

Program - Activity: Utilities - Electric Production

Department: Electric Services

Account Number:

Power Plant Building Heat

Project Status: Delayed

Description/Justification
The Power Plant uses natural gas fired boilers to generate steam for power production. When the boilers are operating, some of the steam created in the boiler is used to heat the building, ensuring that interior spaces, piping, and associated equipment is kept above freezing temperatures. During cold weather, when the boilers are not operating, alternative heating methods are required. When the City discontinues burning Refuse Derived Fuel (RDF), the Power Plant boilers may no longer be operated on the same near-continuous basis they currently operate. A separate boiler heating system will be used to heat the Power Plant when the plant is not producing electricity.

From the initial engineering, staff has determined that a scope change is needed. This is causing a delay in the project until the updated scope can be completed.

Comments
There are critical areas and equipment in the Power Plant that need to be kept from freezing. Supplemental heating is needed when the plant is not operating.

2025/26	40,000	Design
2029/30	1,200,000	Construction
	1,240,000	

Location
Power Plant, 200 East Fifth Street

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost							
Construction		1,200,000				1,200,000	
	Total	**1,200,000**				**1,200,000**	
Financing:							
Electric Utility Fund		1,200,000				1,200,000	
	Total	**1,200,000**				**1,200,000**	

Program - Activity: Utilities - Electric Production
Department: Electric Services
Account Number:

New Renewable Energy

Project Status: Delayed

Description/Justification
Ames Electric Services serves 90% of the electric load within the City limits and is powered from a mix of renewable and non-renewable sources. Adding additional renewable energy such as wind and solar can significantly decrease emissions in the community. Investing in individual and community wind and solar power will decrease emissions from homes, businesses, electric vehicles, etc.

Currently Ames Electric has 30 MW of wind that is purchased through a PPA (Power Purchase Agreement) that expires prior to 2030, and 2 MW of solar through a PPA. Overall, approximately 15% of the utility's annual electric usage comes from wind, about 0.5% from solar, and 4% of energy is produced from the combustion of refuse derived fuel.

As part of the Ames Climate Action Plan, one of the Six Big Moves is to increase renewable generation for Electric Services. Currently, staff is working with a developer to create an additional solar project to be paid for through a PPA, which will be reflected in the Utility's operating budget. The project listed in FY 2030/31 is undefined at this time but could add additional renewable energy in the form of solar or wind.

The project reflected in FY 2030/31 is delayed as the current Federal administration has made substantial reductions to renewable energy incentives, raising the costs by more than 30%. It is believed that incentives will return under a future administration.

Comments
Staff will continue to explore other options to develop wind and solar projects.

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost							
Engineering							
Construction		50,000,000					50,000,000
	Total	**50,000,000**					**50,000,000**
Financing:							
Electric Revenue Bonds		50,000,000					50,000,000
	Total	**50,000,000**					**50,000,000**

Program - Activity: Utilities - Electric Production
Department: Electric Services
Account Number:

Combustion Turbine Generation Improvements

Project Status: Delayed

Description/Justification
The program includes three distinct projects.

Project 1: The current outdated controls on both Combustion Turbine 1 (CT1) and Combustion Turbine 2 (CT2) need to be replaced with updated controls. The original controls for CT1 were upgraded in 2007 but have several components that are now obsolete and no longer supported by the Original Equipment Manufacturer (OEM). The controls for CT2 are original to the unit when it was installed in 2005 and are also no longer supported by the OEM.

Project 2: The CT1 remote terminal unit, meters, and protective relays are original to the 1972 unit and must be updated with more modern equipment.

Project 3: There are currently multiple small enclosures housing different auxiliary equipment at the Combustion Turbine site. These enclosures are outfitted with individual unit heaters to keep equipment from reaching freezing temperatures. There is also piping between the enclosures that are heat heat-traced to prevent them from freezing. If one of the enclosure heaters malfunctions and the temperature drops below freezing, equipment will be damaged and require costly repairs or replacement. Keeping the individual heating systems maintained and constantly monitoring the climate status has proved difficult, especially since the unit is located at a remote site from the main power plant. To remove most of this risk, an insulated weather protection building will be erected that will enclose this equipment and be heated to maintain a proper climate.

Comments
Projects 1 and 2 are currently in process but are projected to take longer than initially anticipated. Project 3 has been delayed until FY 2030/31 to allow for the completion of Projects 1 and 2.

2023/24	750,000	Engineering and beginning construction for projects 1 and 2 - Replace outdated controls on CT1 and CT2
2024/25	140,000	Construction of projects 1 and 2 - replace remote terminal unit, meters, and protective relays
	600,000	Replace outdated controls on CT1 and CT2
2030/31	150,000	Project 3 - install combustion turbine weather protection
	1,640,000	

Location
Combustion Turbine Site, 2300 Pullman Street

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
Engineering/Design/Construction		150,000					150,000
	Total	**150,000**					**150,000**
Financing:							
Electric Utility Fund		150,000					150,000
	Total	**150,000**					**150,000**

Program - Activity: Utilities - Electric Production

Department: Electric Services

Account Number:

Utilities - Water Production/Treatment

Project/Funding Source	Total	2026/27	2027/28	2028/29	2029/30	2030/31	Page
Project:							
Water Plant Facility Improvements	766,000	145,000	279,000	82,000	260,000	-	72
Wellhead Rehabilitation	771,000	671,000	100,000	-	-	-	73
Prairie View Industrial Center Elevated Tank	11,849,000	-	573,000	11,276,000	-	-	74
Lime Lagoon Improvements	100,000	-	100,000	-	-	-	75
Water Treatment Plant Pumps/Drives	1,474,000	-	-	1,474,000	-	-	76
MAC Elevated Tank Repainting	1,429,000	-	-	1,429,000	-	-	77
Physical/Cyber Security Improvements	202,000	-	-	-	202,000	-	78
Ada Hayden Water Quality Study	104,000	-	-	-	52,000	52,000	79
Five Million Gallon Storage Reservoir	423,000	-	-	-	-	423,000	80
Total Project Expenditures	**17,118,000**	**816,000**	**1,052,000**	**14,261,000**	**514,000**	**475,000**	
Funding Sources:							
Debt:							
State Revolving Fund Loans	12,272,000	-	573,000	11,276,000	-	423,000	
City:							
Water Utility Fund	4,846,000	816,000	479,000	2,985,000	514,000	52,000	
Total Funding Sources	**17,118,000**	**816,000**	**1,052,000**	**14,261,000**	**514,000**	**475,000**	

Water Plant Facility Improvements

Project Status: No Change

Description/Justification
This project involves annual equipment repairs, major maintenance activities, replacement, and upgrades at the City's Water Treatment Plant and associated remote facilities such as wells, elevated tanks, and booster pump stations. Each of the identified items is a stand-alone project. The cost and scope will vary from year to year as old projects are completed and new projects are added.

Comments
The schedule for these improvements is as follows:

2026/27	Clean both ground storage reservoirs at old plant site ($145,000)
2027/28	Upsize high service pump station connection to distribution system ($279,000)
2028/29	Addition to distribution system monitoring network ($82,000)
2029/30	Routine cleaning of main switchgear ($31,000); replace Supervisory Control and Data Acquisition (SCADA) servers and Wonderware software ($229,000)

Effect on Operations
Many of the individual projects shown will improve the plant operators' flexibility in operating equipment by providing needed redundancy and operational awareness.

Location
300 East Fifth Street and Water Treatment Plant, 1800 East 13th Street

	Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:						
Engineering	42,000		42,000			
Construction	724,000	145,000	237,000	82,000	260,000	
Total	**766,000**	**145,000**	**279,000**	**82,000**	**260,000**	
Financing:						
Water Utility Fund	766,000	145,000	279,000	82,000	260,000	
Total	**766,000**	**145,000**	**279,000**	**82,000**	**260,000**	

Program - Activity:	**Department:**	**Account Number:**
Utilities - Water Treatment	Water and Pollution Control	510-3930-489

Wellhead Rehabilitation

Project Status: No Change

Description/Justification
The City currently has 22 wells, with two new wells under construction. This project involves periodic rehabilitation of the aboveground components of the wellheads.

Comments
A project was completed in FY 2019/20 that replaced the programmable logic controllers (PLC), segregated the electrical components into separate low and high voltage cabinets, and sandblasted and repainted the aboveground wellheads in 10 wells. A separate project in FY 2021/22 replaced the PLCs and radios in the other 12 wells but did not include the repainting or electrical component segregation.

The FY 2026/27 project will repaint the wellheads and separate the electrical components into high and low voltage cabinets for the 12 wells that were not included in the FY 2019/20 project.

The FY 2027/28 project will install a variable frequency drive on Well 22.

Ongoing PLC replacements are scheduled every 10 years, although the schedule may be adjusted depending on replacement parts availability and technology advancements.

Effect on Operations
Segregating the electrical components into separate high- and low-voltage cabinets improves the safety for maintenance staff. The FY 2027/28 project will allow the plant operators greater control over the volume of water brought into the treatment plant. With the ability to vary the output of Well 22, the operators can better optimize the multiple factors used to determine which well combinations to use at any given time.

Location
Wells located in multiple well fields

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
Engineering		16,000		16,000			
Construction		755,000	671,000	84,000			
	Total	**771,000**	**671,000**	**100,000**			
Financing:							
Water Utility Fund		771,000	671,000	100,000			
	Total	**771,000**	**671,000**	**100,000**			

Program - Activity: Utilities - Water Production
Department: Water and Pollution Control
Account Number: 510-3945-489

Prairie View Industrial Center Elevated Tank

Project Status: Delayed Cost Change

Description/Justification
This project involves the construction of a new one-million-gallon elevated tank ("water tower") to serve the Prairie View Industrial Center along Lincoln Way east of Interstate 35.

Comments
In order to meet the anticipated water demands in this new area in east Ames, a new elevated tank is required. The tank will help stabilize pressures at the far eastern edge of the City limits, as well as provide the necessary volume for firefighting purposes in what is envisioned as a moderate to heavy industrial area.

The project schedule is delayed one year compared to last year's CIP, and the schedule can be adjusted as needed to meet the pace of development in the industrial park. Costs were simply adjusted for anticipated inflation.

Location
Intersection of East Lincoln Way and 580th Avenue

	Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:						
Engineering	573,000		573,000			
Construction	11,276,000			11,276,000		
Total	**11,849,000**		**573,000**	**11,276,000**		
Financing:						
Drinking Water State Revolving Fund	11,849,000		573,000	11,276,000		
Total	**11,849,000**		**573,000**	**11,276,000**		

Program - Activity: Utilities - Water Pumping
Department: Water and Pollution Control
Account Number:

Lime Lagoon Improvements

Project Status: No Change

Description/Justification
This program includes major maintenance to the lime lagoons, as well as periodic improvements to increase available working capacity.

Comments
Lime residuals from the water softening process are stored and dewatered in large storage lagoons. The material is removed annually in the fall and recycled by applying it to farm fields as an agricultural liming agent. The cost of the annual removal and application is budgeted in the operating budget.

The project planned in FY 2027/28 will either replace an existing decant pump or will tie the two decant lift stations together and eliminate a pump.

Effect on Operations
The modifications will result in improved dewatering of the lime sludge before it is hauled off for disposal. Because that work is bid on a “wet ton” basis, maintaining the effectiveness of the dewatering system is important to minimize the annual operating budget expense for sludge disposal.

Location
Water Plant lime lagoons, south of East 13th Street, west of the Skunk River

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
Construction		100,000		100,000			
	Total	**100,000**		**100,000**			
Financing:							
Water Utility Fund		100,000		100,000			
	Total	**100,000**		**100,000**			

Program - Activity: Utilities - Water Treatment
Department: Water and Pollution Control
Account Number:

New Pumps and Drives at Water Treatment Plant

Project Status: No Change

Description/Justification
This project will add two new high service pumps with variable frequency drives to the pump station located at the Water Treatment Plant.

Comments
The Water Treatment Plant was designed to accommodate up to six high service pumps. Only two pumps were installed initially due to piping restrictions on East 13th Street. Over time, the distribution mains on East 13th Street are planned to be upsized. As that work occurs, new pumps will be added to the pump station. Ultimately, the pumping capacity at the Water Treatment Plant will be increased to mirror the capacity at the pump station located at the site of the old water treatment plant.

Without a specialized drive, the pumps would either run at full speed or be off. The new pumps will be equipped with variable frequency drives that allow the pumps to be slowed down below their maximum speed. This enables the operators to better match the water demand by customers. It also allows pumps to be slowed during periods of peak electrical demand.

The final two pumps are projected to be needed in FY 2035/36, based on current demand growth patterns.

Effect on Operations
Having additional pumping capacity at the new high service pump station will increase the capacity at the new treatment plant location as well as provide redundancy for the old high service pump station. This will greatly improve the resilience of the treatment works in the event of a natural disaster or other emergency.

Location
Water Treatment Plant, 1800 East 13th Street

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
Engineering		164,000			164,000		
Construction		1,310,000			1,310,000		
	Total	**1,474,000**			**1,474,000**		
Financing:							
Water Utility Fund		1,474,000			1,474,000		
	Total	**1,474,000**			**1,474,000**		

Program - Activity:	**Department:**	**Account Number:**
Utilities - Water Pumping	Water and Pollution Control	

Mortensen and County Line Elevated Tank Repainting

Project Status: No Change

Description/Justification
This project involves the repainting of the Mortensen and County Line (MAC) Elevated Tank.

Comments
The MAC tank was constructed in 2003. Every three years, the tank is taken out of service so that the interior can be cleaned and inspected. The exterior of the tank is power washed as needed to maintain the tank's appearance and to maintain the coating system. The painting system used at the time of construction had a reported 20-year life but has held up well, allowing the repainting to be postponed. Repainting the tank is now planned for FY 2028/29. Staff will be closely monitoring the tank to ensure the repainting occurs when the existing coatings begin to fail. The work will involve sandblasting both the interior and exterior of the tank, applying new primer, and repainting the tank.

Location
900 South 500th Avenue

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
Construction		1,429,000			1,429,000		
	Total	**1,429,000**			**1,429,000**		
Financing:							
Water Utility Fund		1,429,000			1,429,000		
	Total	**1,429,000**			**1,429,000**		

Program - Activity: Utilities - Water Pumping

Department: Water and Pollution Control

Account Number:

Physical and Cyber Security Improvements

Project Status: No Change

Description/Justification
Maintaining the security of the water system is an extremely high priority. Continuous upgrades and improvements are essential to stay ahead of threats, as evidenced by numerous breaches at utilities around the country, as well as repeated assertions by foreign bad actors that utilities are a preferred target.

Comments
The access control system was last updated in 2024. The capital plan calls for the system to be updated on a five-year cycle.

2029/30 Upgrade to the Water Treatment Plant access control system ($202,000)

Location
Various locations

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
Construction		202,000				202,000	
	Total	**202,000**				**202,000**	
Financing:							
Water Utility Fund		202,000				202,000	
	Total	**202,000**				**202,000**	

Program - Activity: Utilities - Water Treatment

Department: Water and Pollution Control

Account Number:

Ada Hayden Water Quality Study

Project Status: No Change

Description/Justification
Since the mid-1970s, the lakes at Ada Hayden Park have been used by the Ames Water Plant as a source for augmenting alluvial groundwater recharge during periods of low flows in the South Skunk River. In addition to the drinking water use, the lakes are a defining feature of Ada Hayden Heritage Park, providing a wide array of water-oriented recreational opportunities for the community. This project is part of an ongoing effort to monitor the health of the lakes as development occurs in and around the lakes' watershed. In addition to being a valuable tool for City staff, the continued monitoring of the lakes and wetland complexes is of interest to many members of the community.

Comments
A preliminary water quality evaluation was made in 2000 as part of the City's "due diligence" effort prior to purchasing the former Hallett's Quarry property. This evaluation focused primarily on potential contamination of the lakes that could have resulted from the former industrial use of the property. Follow-up investigations were performed in FY 2004/05, FY 2009/10, FY 2017/18, and again in FY 2023/24. These latter investigations were focused on the overall "health" and water quality in the lakes, looking at parameters such as dissolved oxygen, nitrogen and phosphorus, algae and microcystins, suspended solids and turbidity, and bacteria.

As the watershed has developed, the City has made efforts to encourage land use practices that will not have a negative impact on water quality in the lakes. The long-term intent behind the monitoring effort has been to periodically recheck the lakes (on a five- to seven-year interval) to confirm that the existing land practices have been effective in preserving the in-lake water quality. The intent of this project is to conduct a new monitoring event every five years. Both years of the next monitoring cycle now show in the five-year plan.

Location
Ada Hayden Heritage Park

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
Contracted Monitoring		104,000				52,000	52,000
	Total	**104,000**				**52,000**	**52,000**
Financing:							
Water Utility Fund		104,000				52,000	52,000
	Total	**104,000**				**52,000**	**52,000**

Program - Activity: Utilities - Water Production
Department: Water and Pollution Control
Account Number:

Five Million Gallon Storage Reservoir

Project Status: New

Description/Justification
The project will construct a new five-million-gallon ground storage tank adjacent to the Water Treatment Plant.

Comments
The original design of the Water Treatment Plant included a large ground storage reservoir. The reservoir would provide on-site storage of the finished drinking water prior to being pumped into the distribution system. To help reduce the initial cost of the new treatment plant, the size of the finished water clear well was reduced, and the ground storage tank was delayed. The timing for the storage reservoir corresponds with the schedule for increasing the capacity of the water main on East 13th Street and the installation of new high service pumps at the treatment plant pump station.

The costs shown below are just the engineering design costs. Construction of the reservoir will take place in the following year at an estimated $7.3 million. The full cost of this major project has been included in the rate projections for the past five years.

Effect on Operations
Having a large, finished water storage reservoir at the plant site provides numerous operational benefits. It provides the ability for the treatment plant to be operated at a more consistent flow rate. It also provides a standby water volume for a major disruption in the distribution system such as a large fire or water main break. Finally, when the size of the clear well was reduced to save costs, it reduced the operators' flexibility in backwashing the filters. The new reservoir will serve as a quasi-clear well by providing additional water for backwashing multiple filters in sequence.

Location
1800 East 13th Street

	Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:						
Engineering	423,000					423,000
Total	**423,000**					**423,000**
Financing:						
Drinking Water State Revolving Fund	423,000					423,000
Total	**423,000**					**423,000**

Program - Activity: Utilities - Water Production

Department: Water and Pollution Control

Account Number:

Utilities - Water Pollution Control

Project/Funding Source	Total	2026/27	2027/28	2028/29	2029/30	2030/31	Page
Project:							
Nutrient Reduction Modifications	7,250,000	7,250,000	-	-	-	-	82
Cogeneration System Maintenance	5,071,000	1,500,000	-	-	3,413,000	158,000	83
Watershed-Based Nutrient Reduction	2,125,000	425,000	425,000	425,000	425,000	425,000	84
Clarifier Maintenance	763,000	375,000	388,000	-	-	-	85
Lift Station Improvements	726,000	365,000	-	361,000	-	-	86
WPC Plant Facility Improvements	1,674,000	-	855,000	200,000	-	619,000	87
Emergency Generator	1,356,000	-	-	-	-	1,356,000	88
Total Project Expenditures	**18,965,000**	**9,915,000**	**1,668,000**	**986,000**	**3,838,000**	**2,558,000**	
Funding Sources:							
Debt:							
State Revolving Fund Loans	10,663,000	7,250,000	-	-	3,413,000	-	
City:							
Sewer Utility Fund	6,569,000	2,340,000	1,235,000	661,000	100,000	2,233,000	
Water Utility Fund	108,000	-	108,000	-	-	-	
Total City Funding	6,677,000	2,340,000	1,343,000	661,000	100,000	2,233,000	
Other:							
Grant Funds	1,625,000	325,000	325,000	325,000	325,000	325,000	
Total Funding Sources	**18,965,000**	**9,915,000**	**1,668,000**	**986,000**	**3,838,000**	**2,558,000**	

Nutrient Reduction Modifications – Phase 1

Project Status: No Change

Description/Justification
In 2013, the Iowa Department of Natural Resources (DNR) released the Iowa Nutrient Reduction Strategy. This strategy requires the largest wastewater facilities in Iowa – both municipal and industrial – to install process changes to meet nutrient removal targets. A feasibility study for the Ames Water Pollution Control Facility was conducted in 2019. That study recommended a phased conversion of the facility to biological nutrient removal over a period of 20 years. Following Council approval, it was forwarded to the Iowa DNR, which approved the plan and the timeline. That timeline is now included as a "Special Condition" in the facility's discharge permit.

Comments
A construction contract was awarded in August of 2024 for Phase 1 of the project. This phase will construct half of the ultimate aeration basin capacity along with new bar screens, grit removal equipment, a relocated administration building, and other associated components. Additionally, the capacity of the treatment plant will be increased from 12.1 million gallons per day to 14.6 million gallons per day. The second phase will include the remaining aeration basin capacity and a waste sludge thickening facility and is scheduled for design starting in FY 2035/36.

The costs shown in the table to the right are based on the project costs presented to Council at the time of the Phase 1 contract award. The Sewer Utility Fund rate model assumes this project will be financed using a Clean Water State Revolving Fund (SRF) loan.

Phase 1 Nutrients + Headworks	2024/25	$29,027,000
	2025/26	$26,240,000
	2026/27	$7,250,000
		$62,517,000
Phase 2 Nutrients	2035 estimate 1st half bid date	$70,000,000

Effect on Operations
The improvements have been designed to maximize energy efficiency but will still result in a net increase in the overall energy demand for the facility. The exact magnitude is not known at this time.

Location
WPC Facility; four miles south of Highway 30, east of Interstate 35

	Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:						
Engineering	1,000,000	1,000,000				
Construction	6,250,000	6,250,000				
Total	**7,250,000**	**7,250,000**				
Financing:						
Clean Water State Revolving Fund	7,250,000	7,250,000				
Total	**7,250,000**	**7,250,000**				

Program - Activity:	**Department:**	**Account Number:**
Utilities - WPC Facility	Water and Pollution Control	522-3420-489

Cogeneration System Maintenance

Project Status: Cost Change Scope Change

Description/Justification
This project includes the ongoing major maintenance needs of the Water Pollution Control (WPC) Facility's cogeneration system and hauled waste receiving infrastructure.

Comments
The Fats, Oils, and Grease (FOG) receiving station will improve the receiving capabilities of the facility by paving the unloading areas and changing to a more appropriate pumping system. Design is budgeted in the current year (FY 2025/26) at $225,000.

In FY 2029/30, an overhaul of Methane Generator #3 (MG3) is scheduled, along with the installation of a gas conditioning system.

The cost and scope changes are the result of the planned replacement of the generator radiators moving into the fifth year.

2026/27	Construction phase of FOG receiving station ($1,500,000)
2029/30	Overhaul MG3 and install gas conditioning ($3,413,000)
2030/31	Replace generator radiators ($158,000)

Effect on Operations
Cleaning the gas prior to use in the engines is expected to increase the time between engine overhauls in the future as well as improve the quality of the emissions from the engines. By improving the capability to accept FOG wastes, it is anticipated that additional haulers will utilize the WPC Facility. This allows for additional on-site methane production with a corresponding reduction in electricity purchased from the rural electric cooperative in furtherance of the City's Climate Action Plan.

Location
WPC Facility; four miles south of Highway 30, east of Interstate 35

	Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:						
Engineering	633,000				613,000	20,000
Construction	4,438,000	1,500,000			2,800,000	138,000
Total	**5,071,000**	**1,500,000**			**3,413,000**	**158,000**
Financing:						
Sewer Utility Fund	1,658,000	1,500,000				158,000
Clean Water State Revolving Fund	3,413,000				3,413,000	
Total	**5,071,000**	**1,500,000**			**3,413,000**	**158,000**

Program - Activity:	Department:	Account Number:
Utilities - WPC Facility	Water and Pollution Control	520-3470-489

Watershed-Based Nutrient Reduction

Project Status: No Change

Description/Justification
The Water Pollution Control Facility is being converted to a nutrient removal treatment technology. Separate from the work that will occur inside the treatment plant, watershed-based improvements performed by the City can be included in the Iowa Nutrient Reduction Exchange and "banked" as credit toward any future, more stringent nutrient reduction requirements imposed on the WPC Facility. This project sets aside $100,000 from the Sewer Utility Fund per year that can be put toward urban and rural watershed improvements that have a nutrient reduction component. Those funds are then leveraged to obtain grants and funding from other partner organizations.

Comments
Projects undertaken will not only have a nutrient reduction element, but will also provide additional, ancillary benefits such as flood risk reduction, drought risk reduction, increased recreational opportunities, improved wildlife habitat, urban storm water management, and drinking water source protection. Examples of projects currently underway include:

- In-field conservation practices such as cover crops
- Land retirement and prairie restoration
- Edge-of-field conservation practices such as saturated buffers and bioreactors
- Constructed wetlands

Location
Throughout and upstream of the community; specific locations will vary by year

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
Edge-of-Field Practices		1,750,000	350,000	350,000	350,000	350,000	350,000
Other Watershed Projects		375,000	75,000	75,000	75,000	75,000	75,000
	Total	**2,125,000**	**425,000**	**425,000**	**425,000**	**425,000**	**425,000**
Financing:							
Sewer Utility Fund		500,000	100,000	100,000	100,000	100,000	100,000
Grants / Partnerships		1,625,000	325,000	325,000	325,000	325,000	325,000
	Total	**2,125,000**	**425,000**	**425,000**	**425,000**	**425,000**	**425,000**

Program - Activity:	**Department:**	**Account Number:**
Utilities - WPC Facility	Water and Pollution Control	520-3480-489

Clarifier Maintenance

Project Status: No Change

Description/Justification
This project includes repainting the steel structures of the Primary (3 of 4), Intermediate (2 of 2), and Final (2 of 2) Clarifiers. The coatings protect the steel elements from the harsh conditions present both in the submerged portions of the clarifiers as well as at the air/water interface.

Comments
The structures were last repainted over a period of several years between 2005 and 2012. The typical life of a recoating project is 15-20 years in this application. The actual cost will depend on the condition of the coating system at the time of the project, and the scope could range from spot touch-ups to full blasting and recoating. All structures included in this project will remain in service following the Nutrient Reduction project.

Effect on Operations
The project is spread across two fiscal years, as it would be impractical to repaint seven of the eight clarifiers in the same year.

Location
WPC Facility; four miles south of Highway 30, east of Interstate 35

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
Construction		763,000	375,000	388,000			
	Total	**763,000**	**375,000**	**388,000**			
Financing:							
Sewer Utility Fund		763,000	375,000	388,000			
	Total	**763,000**	**375,000**	**388,000**			

Program - Activity: Utilities - WPC Facility
Department: Water and Pollution Control
Account Number: 520-3425-489

Lift Station Improvements

Project Status: No Change

Description/Justification
This project includes periodic maintenance and repair of the City's five wastewater lift stations.

Comments
The FY 2026/27 work is to replace the aging pumps, piping, valves, manhole hatch, and controls at the Freel Drive lift station.

The FY 2028/29 project will remove the Northwood Lift Station and replace it with a gravity sewer. Where feasible, replacing a lift station with a gravity sewer eliminates maintenance needs, eliminates the need for electricity to pump the wastewater, and reduces the risk of sewer overflows due to failures of mechanical equipment. The Northwood Station serves a small number of homes, and no additional development (or flow) is expected for the area.

Effect on Operations
The FY 2028/29 project would eliminate the electricity costs for pumping the wastewater by installing a gravity line.

Location
Multiple lift stations across the city

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
Engineering		81,000	48,000		33,000		
Construction & Equipment		645,000	317,000		328,000		
	Total	**726,000**	**365,000**		**361,000**		
Financing:							
Sewer Utility Fund		726,000	365,000		361,000		
	Total	**726,000**	**365,000**		**361,000**		

Program - Activity:	**Department:**	**Account Number:**
Utilities - WPC Facility	Water and Pollution Control	520-3458-489

WPC Plant Facility Improvements

Project Status: Cost Change Scope Change

Description/Justification
It is necessary to plan for the orderly repair, replacement, and upgrade of Water Pollution Control (WPC) Facility equipment in order to continue high-quality treatment and comply with environmental regulations. This project involves annual equipment repairs, maintenance, replacement, and upgrades at the plant. This facility became fully operational in November 1989. Life expectancies for plant equipment vary from five to six years to more than thirty years.

Comments
The Laboratory uses a series of advanced instruments to detect heavy metals in drinking water, wastewater, and biosolids. The atomic adsorption spectrophotometer (AA) is budgeted in the current year (FY 2025/26). Staff is now recommending a different instrument (an inductively coupled plasma analyzer, or ICP) that will be able to achieve lower detection limits as well as detect a wider range of contaminants. Because the new instrument is more expensive ($216,000 versus $144,000), staff is delaying that purchase by two years. This expense will be shared between the Water and Sewer Funds. Funds are also allocated in FY 2027/28 to add a new grain storage bin, to work on some of the many buried valves and valve operators throughout the plant that will not be impacted by the Nutrient Reduction project, and to clean the wet wells in the Raw Water and Trickling Filter Pump Stations.

Funds are planned in FY 2028/29 ($200,000) to address gates, valves, and actuators throughout the plant that are not being replaced as a part of the Nutrient Reduction project. In FY 2030/31, funds are budgeted for the periodic update of the plant's Supervisory Control and Data Acquisition (SCADA) and Programmable Logic Controllers (PLCs). These critical components need to be updated every five years to ensure compatibility with new equipment and ensure cyber protection remains current.

The schedule for these improvements is as follows:

2027/28	Replace Lab AA with ICP ($216,000); buried valve maintenance ($100,000); clean raw water and trickling filter pump station wet wells ($414,000); new grain storage bins ($125,000)
2028/29	Maintenance on splitter boxes, gates, valves, and actuators ($200,000)
2030/31	Replace SCADA servers and PLCs ($350,000); replace membrane roofs ($269,000)

Location
WPC Facility; four miles south of Highway 30, east of Interstate 35

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
Construction & Equipment		1,674,000		855,000	200,000		619,000
	Total	**1,674,000**		**855,000**	**200,000**		**619,000**
Financing:							
Sewer Utility Fund		1,566,000		747,000	200,000		619,000
Water Utility Fund		108,000		108,000			
	Total	**1,674,000**		**855,000**	**200,000**		**619,000**

Program - Activity: Utilities - WPC Facility
Department: Water and Pollution Control
Account Number:

Emergency Generator

Project Status: New

Description/Justification
The Water Pollution Control Facility is located in rural Story County and served by a rural cooperative electric utility (not Ames Electric). Because of the remote location, electrical power can be unreliable, and the facility will need to have its own emergency power. For example, when there is a heavy lightning storm, there is often a problem with power quality such as transient over-voltage and surges, flickers, and even service interruptions. The Iowa Design Standards for wastewater systems require that emergency power be immediately available to keep the critical function of the WPCF in operation. The existing standby engine is original to the treatment plant, dating back to 1988. It will be 42 years old by the time it is scheduled for replacement.

While this is the first time this project has appeared in the Capital Improvements Plan, it has been included in the ten-year rate projections for several years.

Location
WPC Facility; four miles south of Highway 30, east of Interstate 35

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
Engineering		240,000					240,000
Construction		1,116,000					1,116,000
	Total	**1,356,000**					**1,356,000**
Financing:							
Sewer Utility Fund		1,356,000					1,356,000
	Total	**1,356,000**					**1,356,000**

Program - Activity: Utilities - WPC Facility

Department: Water and Pollution Control

Account Number:

Utilities - Water Distribution

Project/Funding Source	Total	2026/27	2027/28	2028/29	2029/30	2030/31	Page
Project:							
Water System Improvements	14,650,000	2,500,000	3,900,000	2,750,000	2,750,000	2,750,000	90
Water Well Main Protection	600,000	-	600,000	-	-	-	91
Total Project Expenditures	**15,250,000**	**2,500,000**	**4,500,000**	**2,750,000**	**2,750,000**	**2,750,000**	
Funding Sources:							
City:							
Water Utility Fund	15,250,000	2,500,000	4,500,000	2,750,000	2,750,000	2,750,000	
Total Funding Sources	**15,250,000**	**2,500,000**	**4,500,000**	**2,750,000**	**2,750,000**	**2,750,000**	

Water System Improvements

Project Status: No Change

Description/Justification
This program replaces water mains in areas that experience issues including water quality (rust/iron), frequent water main breaks, lead services, low pressure, and circulation. Many of these issues correspond to older, smaller diameter aged water mains or poor-quality cast-iron pipe installed many decades ago. Bringing these water mains up to the current design standard improves water flow, circulation, pressure, firefighting capacity, and helps reduce rusty water. The improved flow also provides larger supply quantities for firefighting purposes.

Comments
Rusty water complaints highlight the continuing need to replace the aged 4-inch and 6-inch cast iron water mains to provide firefighting capacity and improved water quality and flow in the system. The system currently has 6.4 miles of active 4-inch water main (estimated replacement cost $11.7 million) and 31.5 miles of active, aged 6-inch cast iron water main (estimated cost $57.3 million). An estimated 251 active lead and 97 active galvanized (that was once downstream of a lead piping) water services (estimated cost of $2.1 million) are still connected to these older mains. A recent review of all available plumbing records and public outreach resulted in an increase in the estimated number of suspected lead services in the system. Improvements to these water mains will result in reduced maintenance costs. Annual funding continues to increase to accelerate the replacement of mains and services in order to meet EPA's Lead and Copper Rule Improvements (LCRI) finalized in October 2024.

Location

2026/27 — 9th Street (Roosevelt to Grand Avenue - $160,000 with FY 2026/27 Concrete Pavement Improvements), Gaskill Drive (250 feet south of Friley Road to Country Club Boulevard - $150,000 with FY 2026/27 Concrete Pavement Improvements), East Lincoln Way (Duff Avenue to South Skunk River - $300,000 with FY 2026/27 Arterial Street Pavement Improvements), Lincoln Way (Beach to Hayward Avenue - $850,000 with FY 2026/27 CyRide Improvements)

2027/28 — West Street (Crane to Hillcrest Avenue - $415,000 (with FY 2027/28 Collector Street Improvements), East 13th Street (Meadowlane Avenue to the Water Plant - $1,680,000) in preparation of the installation of additional pumps at the plant in FY 2028/29. The following mains shall be upsized from 4" or 6" mains to 8" mains: East 14th Street (115 East 14th Street to Glendale Avenue - $540,500), Baker Street (Stanton Avenue to Lynn Avenue - $167,000), Donald Street (Stanton Avenue to Ash Avenue - $337,500), South Maple Avenue (South 2nd Street to South 4th Street - $311,000), and South 3rd Street (South Russell Avenue to South Oak Avenue - $357,000).

Future year project locations will be coordinated with upcoming roadway improvement projects to minimize construction impacts on neighborhoods.

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
Engineering		2,197,500	375,000	585,000	412,500	412,500	412,500
Construction		12,452,500	2,125,000	3,315,000	2,337,500	2,337,500	2,337,500
	Total	**14,650,000**	**2,500,000**	**3,900,000**	**2,750,000**	**2,750,000**	**2,750,000**
Financing:							
Water Utility Fund		14,650,000	2,500,000	3,900,000	2,750,000	2,750,000	2,750,000
	Total	**14,650,000**	**2,500,000**	**3,900,000**	**2,750,000**	**2,750,000**	**2,750,000**

Program - Activity:	**Department:**	**Account Number:**
Utilities - Water Distribution	Public Works	510-8461-489

Water Well Main Protection

Project Status: New

Description/Justification
This project addresses areas along the South Skunk River between Southeast 16th Street and East Lincoln Way that need stabilization to protect the water well infrastructure. The banks of the South Skunk River continue to erode toward the well line infrastructure that runs from the Hunziker Youth Sport Complex well field to the Water Treatment Plant along East 13th Street. This project will armor the banks in areas where the erosion poses the greatest risk to the underground well lines.

Comments
Funding was previously programmed in the South Skunk River Improvements CIP program. That program proposed armoring the banks of the South Skunk River between Southeast 16th Street and East Lincoln Way in conjunction with a proposed shared use path connection along the west side of the South Skunk River. Staff were unable to secure property rights to install the shared use path through the area with the private property owner. City Council directed staff to prioritize other shared use path connections within the City. Therefore, the need to armor the west bank of the river to protect the future shared use path no longer exists.

However, the funding is being reprogrammed in this project to protect the well water infrastructure on the east side of the South Skunk River.

Location
2027/28 South Skunk River (between Southeast 16th Street and East Lincoln Way)

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
Engineering		100,000		100,000			
Construction		500,000		500,000			
	Total	**600,000**		**600,000**			
Financing:							
Water Utility Fund		600,000		600,000			
	Total	**600,000**		**600,000**			

Program - Activity: Utilities - Water Distribution
Department: Public Works
Account Number:

Utilities - Sanitary Sewer System

City of Ames, Iowa
Capital Improvements Plan

Project/Funding Source	Total	2026/27	2027/28	2028/29	2029/30	2030/31	Page
Project:							
Sanitary Sewer System Improvements	12,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	93
Clear Water Diversion	250,000	50,000	50,000	50,000	50,000	50,000	94
Total Project Expenditures	**12,750,000**	**2,550,000**	**2,550,000**	**2,550,000**	**2,550,000**	**2,550,000**	
Funding Sources:							
City:							
Sewer Utility Fund	12,750,000	2,550,000	2,550,000	2,550,000	2,550,000	2,550,000	
Total Funding Sources	**12,750,000**	**2,550,000**	**2,550,000**	**2,550,000**	**2,550,000**	**2,550,000**	

Sanitary Sewer System Improvements

Project Status: No Change

Description/Justification
This is the annual program for rehabilitation and reconstruction of deficient sanitary sewers and deteriorated manholes at various locations throughout the City. Most problem areas are in sewers that can be bundled into a construction package for cost efficiency, or in problem areas deeper than City crews are equipped to handle. This program provides for those repairs to be completed by outside firms. Activities include rehabilitating or replacing manholes, repairing or lining pipe, and performing similar work. The goal of this program is to identify and remove major sources of inflow/infiltration as a means of lowering the peak wet weather flow at the treatment plant.

Comments
Sanitary sewer rehabilitation is needed to reduce inflow and infiltration, extend the life of the system, and protect capacity at the Water Pollution Control Facility. Projects include lining or replacing deteriorated mains, repairing manholes, and sealing joints in areas where field investigations have identified defects. Addressing these issues reduces the likelihood of backups, minimizes treatment costs, and improves overall system reliability.

The 2025 Resident Satisfaction Survey confirmed that residents rank sewer and drainage improvements as important community priorities, supporting continued investment in rehabilitation work. Reducing clear water that enters the sanitary system during wet weather helps protect neighborhoods from surcharging and aligns with regulatory expectations from the Iowa Department of Natural Resources for nutrient reduction and capacity management.

Project locations will continue to be prioritized using the 2012 Sanitary Sewer System Evaluation Survey, televising records, and flow monitoring data. Where possible, sewer improvements will be coordinated with water main and street reconstruction projects to minimize cost and disruption.

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
Engineering		2,500,000	500,000	500,000	500,000	500,000	500,000
Construction		10,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
	Total	**12,500,000**	**2,500,000**	**2,500,000**	**2,500,000**	**2,500,000**	**2,500,000**
Financing:							
Sewer Utility Fund		12,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000
	Total	**12,500,000**	**2,500,000**	**2,500,000**	**2,500,000**	**2,500,000**	**2,500,000**

Program - Activity:	**Department:**	**Account Number:**
Utilities - Sanitary Sewer	Public Works	520-8542-489

Clear Water Diversion

Project Status: No Change

Description/Justification
This program installs subdrain collector lines to capture footing drain and sump pump discharges from individual properties and redirect them to the storm sewer system rather than the sanitary sewer. Clear water from these sources can overload the sanitary system, leading to backups and unnecessary treatment costs at the Water Pollution Control Facility. Diverting this flow helps preserve system capacity, reduces the risk of basement flooding, and lowers overall operating costs.

Comments
Project locations are prioritized in areas with multiple sump pump discharges or where street discharge creates nuisance conditions, allowing for both immediate relief and future property connections.

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
Construction		250,000	50,000	50,000	50,000	50,000	50,000
	Total	**250,000**	**50,000**	**50,000**	**50,000**	**50,000**	**50,000**
Financing:							
Sewer Utility Fund		250,000	50,000	50,000	50,000	50,000	50,000
	Total	**250,000**	**50,000**	**50,000**	**50,000**	**50,000**	**50,000**

Program - Activity:	**Department:**	**Account Number:**
Utilities - Sanitary Sewer	Public Works	520-8585-489

Utilities - Stormwater

Project/Funding Source	Total	2026/27	2027/28	2028/29	2029/30	2030/31	Page
Project:							
Stormwater Erosion Control Program	3,520,000	550,000	850,000	1,400,000	360,000	360,000	96
Stormwater Improvement Program	3,060,000	650,000	650,000	650,000	650,000	460,000	97
Low Point Drainage Improvements	850,000	450,000	-	-	200,000	200,000	98
Stormwater Detention/Retention Maint	910,000	300,000	-	-	250,000	360,000	99
Stormwater Quality Improvements	500,000	100,000	100,000	100,000	100,000	100,000	100
Total Project Expenditures	**8,840,000**	**2,050,000**	**1,600,000**	**2,150,000**	**1,560,000**	**1,480,000**	
Funding Sources:							
City:							
Stormwater Utility Fund	8,840,000	2,050,000	1,600,000	2,150,000	1,560,000	1,480,000	
Total Funding Sources	**8,840,000**	**2,050,000**	**1,600,000**	**2,150,000**	**1,560,000**	**1,480,000**	

Stormwater Erosion Control Program

Project Status: Cost Change Scope Change

Description/Justification
This annual program provides for the stabilization of areas that have become eroded in streams, channels, swales, gullies, or drainageways that are part of the City's stormwater system. This program provides more permanent erosion control and will reduce recurring maintenance costs in these areas.

Comments
Erosion along streams, channels, and drainageways continues to present challenges for nearby public infrastructure and adjacent private property. Stabilization projects provide long-term control of bank failures and gully erosion, reducing recurring maintenance, and improving downstream water quality. Candidate sites are identified through the City's Urban Stream Assessment, MS4 inspections, and resident reports.

The 2025 Resident Satisfaction Survey underscores that stormwater drainage improvements are important to residents (74% somewhat or very important). This support reinforces the need to address locations where repeated washouts, exposed utilities, or undermined structures create safety and maintenance risks. Projects will continue to emphasize naturalized treatments (rock toe, native vegetation, grade control, and floodplain reconnection where feasible) and will be prioritized based on severity, risk to public assets, cost-effectiveness, and opportunities to coordinate with other Capital Improvement Plan work.

State of Iowa Water Quality Grant funding is no longer available for these projects, and therefore all these projects will be financed through the Stormwater Utility Fund. FY 2026/27 Ioway Creek includes a cost change and Canterbury Court, originally programmed for FY 2025/26 but was delayed due to lack of grant funding, has been added. A location was added in FY 2029/30 based upon previous Resident Satisfaction Surveys. Beginning in FY 2029/30, $35,000 in yearly engineering fees have been added to update the City's Urban Stream Assessment of the City's major waterways.

Location

2026/27	Ioway Creek (Stange Road/Veenker Golf Course - $200,000) and Canterbury Court ($350,000)
2027/28	Dayton Avenue (east side ditch along USDA facility) and Worrell Creek (Ames Airport)
2028/29	Clear Creek bank stabilization and restoration (former Sands-McDorman property)
2029/30	3711/3719 Hoover Avenue and Urban Stream Assessment
2030/31	Stuart Smith Park and Urban Stream Assessment

	Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:						
Engineering	650,000	100,000	170,000	200,000	90,000	90,000
Construction	2,870,000	450,000	680,000	1,200,000	270,000	270,000
Total	**3,520,000**	**550,000**	**850,000**	**1,400,000**	**360,000**	**360,000**
Financing:						
Stormwater Utility Fund	3,520,000	550,000	850,000	1,400,000	360,000	360,000
Total	**3,520,000**	**550,000**	**850,000**	**1,400,000**	**360,000**	**360,000**

Program - Activity:	Department:	Account Number:
Utilities - Stormwater	Public Works	560-8630-489 560-8641-489

Stormwater Improvement Program

Project Status: No Change

Description/Justification
This annual program is to repair or replace deteriorated storm sewer pipes and intakes. Areas of concentration will be locations programmed for street improvements and areas where structural deficiencies are identified.

Many existing intakes are brick or concrete and have experienced repeated “freeze/thaw” conditions during winters and springs. This repeated freeze/thaw action causes bricks and mortar to deteriorate, resulting in collapsed intakes. This program provides for a proactive response by contractually repairing and replacing intakes on a scheduled basis. In addition to the contractual work provided in this program, City crews provide immediate repair of those intakes that pose an immediate concern for life, health, or safety.

Comments
Storm sewer improvements are needed to replace undersized, inefficient, deteriorated, or failed infrastructure that contributes to localized flooding and property damage. Proactive reconstruction of storm sewers, intakes, and related structures reduces long-term maintenance needs and improves overall system reliability.

The 2025 Resident Satisfaction Survey identified stormwater drainage improvements as a significant community priority, with 74% of respondents rating these improvements as somewhat or very important.

The Stormwater System Analysis originally scheduled for FY 2023/24 is now underway and will guide future project identification and prioritization. Projects will continue to be selected based on system modeling, reported problem areas, and coordination with other CIP improvements.

Location

2026/27	Lincoln Way (Hayward Avenue to Beach Avenue), various other locations
2027/28	Various locations
2028/29	16th Street (Grand Avenue to Ridgewood Avenue), various other locations
2029/30	Country Club Boulevard
2030/31	Pearson Avenue, Greeley Street, various other locations

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
Engineering		460,000	100,000	100,000	100,000	100,000	60,000
Construction		2,600,000	550,000	550,000	550,000	550,000	400,000
	Total	**3,060,000**	**650,000**	**650,000**	**650,000**	**650,000**	**460,000**
Financing:							
Stormwater Utility Fund		3,060,000	650,000	650,000	650,000	650,000	460,000
	Total	**3,060,000**	**650,000**	**650,000**	**650,000**	**650,000**	**460,000**

Program - Activity:	**Department:**	**Account Number:**
Utilities - Stormwater	Public Works	560-8642-489

Low Point Drainage Improvements

Project Status: Scope Change

Description/Justification
This is the annual program for drainage improvements to decrease flooding at low points in the community. These improvements are not only focused on residential street locations, but specifically on those locations most in need of improvements as affected by standing water, localized flooding, and insufficient pipe capacity. During heavy rainfall events, some areas become flooded and damage to private property occasionally occurs. This program provides for installation of drainage improvements to decrease this flooding at low points. These improvements may include construction of detention areas, new pipe systems, and replacement systems to increase the ability to control the runoff so it can be carried away to downstream systems.

Comments
Addressing these drainage issues will reduce localized flooding problems on both public and private property. Fewer barricades will need to be set out in areas that flood during heavy rains. Locations previously identified for improvements as part of this program, along with new areas for which complaints were received over the past year, have been prioritized as shown below. Additional funds were moved into the program from the Stormwater Erosion Control Program in FY 2026/27 due to scope change and to address high priority locations identified in the Stormwater System Analysis Study.

Projects will continue to be prioritized based on the frequency and severity of flooding, the potential for property damage, and opportunities to coordinate with other CIP improvements. This program ensures that resources are directed to locations where residents experience recurring flooding problems and where system upgrades will provide the most community benefit.

Location

2026/27	Sixth Street (Duff Avenue to Crawford Avenue), Crystal Street (200 block), various other locations
2029/30	Laurel Court, Brickman Court, Brookside Park
2030/31	Hunziker Drive (Roosevelt Avenue to Ferndale Avenue)

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
Engineering		160,000	100,000			30,000	30,000
Construction		690,000	350,000			170,000	170,000
	Total	**850,000**	**450,000**			**200,000**	**200,000**
Financing:							
Stormwater Utility Fund		850,000	450,000			200,000	200,000
	Total	**850,000**	**450,000**			**200,000**	**200,000**

Program - Activity:	**Department:**	**Account Number:**
Utilities - Stormwater	Public Works	560-8655-489

Stormwater Detention/Retention Maintenance Program

Project Status: No Change

Description/Justification
In accordance with the *Municipal Code*, new developments within the community are required to provide stormwater management quantity control. This means maintaining stormwater runoff discharges at pre-developed conditions through the use of extended detention and/or retention.

Through establishment of developers' agreements, the City of Ames has accepted responsibility for the long-term maintenance of many of these facilities in residential areas. As these facilities age, sediment accumulates, volunteer vegetation becomes more prevalent, erosion occurs, and structures need to be improved. This annual program addresses those concerns.

Comments
As part of the post-construction stormwater management ordinance, commercial and industrial landowners are now responsible for maintaining their own stormwater facilities. This ordinance sets the expectation for the homeowner's association or residential development owner to maintain all water quality features. However, the City is responsible for long-term maintenance of the regional detention facilities that provide water quantity control. Projects in this program will be prioritized based on inspection findings, hydraulic performance, and opportunities to coordinate with other stormwater or street improvements. Proactive maintenance reduces flooding risks, improves water quality, and ensures that City-owned stormwater facilities continue to operate as intended.

Location

2026/27	Ada Hayden Wetlands ($150,000) Airport drainage study for ponds to remove dam classification ($150,000)
2029/30	Arbor on the Green Pond, Northridge subdivision detention basins
2030/31	West Crystal Street east pond and drainage swale

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
Engineering		290,000	180,000			50,000	60,000
Construction		620,000	120,000			200,000	300,000
	Total	**910,000**	**300,000**			**250,000**	**360,000**
Financing:							
Stormwater Utility Fund		910,000	300,000			250,000	360,000
	Total	**910,000**	**300,000**			**250,000**	**360,000**

Program - Activity:	Department:	Account Number:
Utilities - Stormwater	Public Works	560-8627-489 560-8628-489

Stormwater Quality Improvements

Project Status: No Change

Description/Justification
This program includes water quality improvements and treatment for new municipal project locations. These improvements have been incorporated into the Post Construction Stormwater Management Ordinance to address the removal of sediment and nutrients before they enter waterways such as Ioway Creek and South Skunk River. This program includes treatment of the water quality volume from public impervious areas (e.g., streets and parking lots).

Comments
Improving the quality of urban runoff remains a key strategy for protecting local creeks and the South Skunk River. This program delivers retrofit practices—such as bioretention cells, vegetated swales, water-quality inlets, sediment forebays, and native landscaping—to capture sediment and associated pollutants before they reach waterways. Where feasible, projects are paired with street or utility work to reduce costs and maximize benefits.

Survey feedback in 2025 indicates strong community support for investing in stormwater and flooding solutions, which aligns with continued implementation of visible, cost-effective water-quality treatments in priority corridors and City-owned facilities. Project selection will be guided by MS4 permit requirements, watershed priorities, maintenance considerations, and opportunities to leverage grants or partnerships. Designs will emphasize long-term performance, access for maintenance, and integration with streetscape and safety improvements.

Locations
Various locations

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
Engineering		75,000	15,000	15,000	15,000	15,000	15,000
Construction		425,000	85,000	85,000	85,000	85,000	85,000
	Total	**500,000**	**100,000**	**100,000**	**100,000**	**100,000**	**100,000**
Financing:							
Stormwater Utility Fund		500,000	100,000	100,000	100,000	100,000	100,000
	Total	**500,000**	**100,000**	**100,000**	**100,000**	**100,000**	**100,000**

Program - Activity:	**Department:**	**Account Number:**
Utilities - Stormwater	Public Works	560-8601-489

Utilities - Resource Recovery

Project/Funding Source	Total	2026/27	2027/28	2028/29	2029/30	2030/31	Page
Project:							
Resource Recovery/Recycling Campus	15,117,620	15,117,620	-	-	-	-	102
Resource Recovery/Recycling Equipment	2,340,000	2,340,000	-	-	-	-	103
Resource Recovery System Improvements	965,000	465,000	125,000	125,000	125,000	125,000	104
Total Project Expenditures	**18,422,620**	**17,922,620**	**125,000**	**125,000**	**125,000**	**125,000**	
Funding Sources:							
Debt:							
G.O. Bonds (revenue abated)	15,117,620	15,117,620	-	-	-	-	
City:							
Electric Utility Fund	2,340,000	2,340,000	-	-	-	-	
Resource Recovery Fund	965,000	465,000	125,000	125,000	125,000	125,000	
Total City Funding	3,305,000	2,805,000	125,000	125,000	125,000	125,000	
Total Funding Sources	**18,422,620**	**17,922,620**	**125,000**	**125,000**	**125,000**	**125,000**	

Resource Recovery and Recycling Campus

Project Status: Cost Change Scope Change

Description/Justification
As the City transitions from a waste-to-energy based system to a transfer station model, a new facility will be needed to receive and consolidate municipal solid waste and recycling for transportation to a landfill or recycling center. This Resource Recovery and Recycling Campus (R3C) will include minimal processing of municipal solid waste for volume reduction and capture of recyclable material (e.g., metals). The campus will also include an area for yard waste management.

Land acquisition and preliminary design development occurred in FY 2025/26. Construction activities are anticipated to begin in FY 2025/26 and continue into FY 2026/27. The new facility is planned to be operational by July 1, 2027.

Comments

2025/26	$1,077,500	Land acquisition for 9.5 acres along Freel Drive
	65,465	Due diligence, conceptual design, and financial modeling
	849,075	Final engineering design
	162,740	Permitting and partial construction inspection
	528,940	Construction manager and general conditions fee
	4,205,390	Construction cost
	$6,889,110	
2026/27	$15,117,620	Construction of Resource Recovery and Recycling Campus
	$22,006,730	

Location
Freel Drive

	Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:						
Construction Engineering/Inspection	579,635	579,635				
Construction Cost	13,692,395	13,692,395				
Construction Manager and General Conditions Fee	845,590	845,590				
Total	**15,117,620**	**15,117,620**				
Financing:						
G.O. Bonds (revenue abated)	15,117,620	15,117,620				
Total	**15,117,620**	**15,117,620**				

Program - Activity:	Department:	Account Number:
Utilities - Resource Recovery	Public Works	591-9020-489

Resource Recovery and Recycling Campus Mobile Equipment

Project Status: New

Description/Justification
As the City transitions from a waste-to-energy based system to a transfer station model, mobile equipment, particularly trucks and transfer trailers, will be necessary to transport municipal solid waste and recycling to a landfill or recycling center. Because the City does not currently have the equipment to transfer waste to a landfill in the City's fleet, the purchase will be considered as a new capital expenditure. Operating and escrow expenditures for future replacement of the equipment will appear in the operating budget for the Resource Recovery and Recycling Campus (R3C) in future fiscal years.

Comments
Acquisition of the new trucks is expected in FY 2026/27 prior to the opening of the new transfer station.

Funding for the procurement of the mobile equipment (trucks and trailers) will come from the Electric Utility Fund by a capital contribution to the R3C due to savings realized in operational and maintenance costs at the Electric power plant. Transfer of municipal solid waste away from the power plant will allow for savings to be realized in natural gas usage which will offset the cost of the new mobile equipment.

2026/27 Purchase of tractors and trailers for transfer operations at the new Resource Recovery and Recycling Campus

Location
Freel Drive

	Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:						
Mobile Equipment (trucks and trailers)	2,340,000	2,340,000				
Total	**2,340,000**	**2,340,000**				
Financing:						
Electric Utility Fund	2,340,000	2,340,000				
Total	**2,340,000**	**2,340,000**				

Program - Activity:	**Department:**	**Account Number:**
Utilities - Resource Recovery	Public Works	530-9020-489

Resource Recovery System Improvements

Project Status: No Change

Description/Justification
This program is to purchase new and replacement components and equipment at the City's Resource Recovery Plant through June 30, 2027. Resource Recovery personnel perform the work to complete the preventive maintenance projects. The new Resource Recovery and Recycling Campus (R3C) is projected to open no later than July 1, 2027.

Comments

2026/27	Preventive maintenance materials for replacement of #1 mill armored teeth and counter combs ($70,000) Thermal imaging and automated fire suppression ($175,000) #2 mill hammers, hammer shafts, grates ($70,000) Switchgear cleaning and maintenance ($35,000) RDS rollers and chains ($75,000) Replace C-7 belt ($40,000)
2027/28	Preventive maintenance at R3C
2028/29	Preventive maintenance at R3C
2029/30	Preventive maintenance at R3C
2030/31	Preventive maintenance at R3C

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
System Improvements		965,000	465,000	125,000	125,000	125,000	125,000
	Total	**965,000**	**465,000**	**125,000**	**125,000**	**125,000**	**125,000**
Financing:							
Resource Recovery Fund		965,000	465,000	125,000	125,000	125,000	125,000
	Total	**965,000**	**465,000**	**125,000**	**125,000**	**125,000**	**125,000**

Program - Activity:	Department:	Account Number:
Utilities - Resource Recovery	Public Works	590-9003-489

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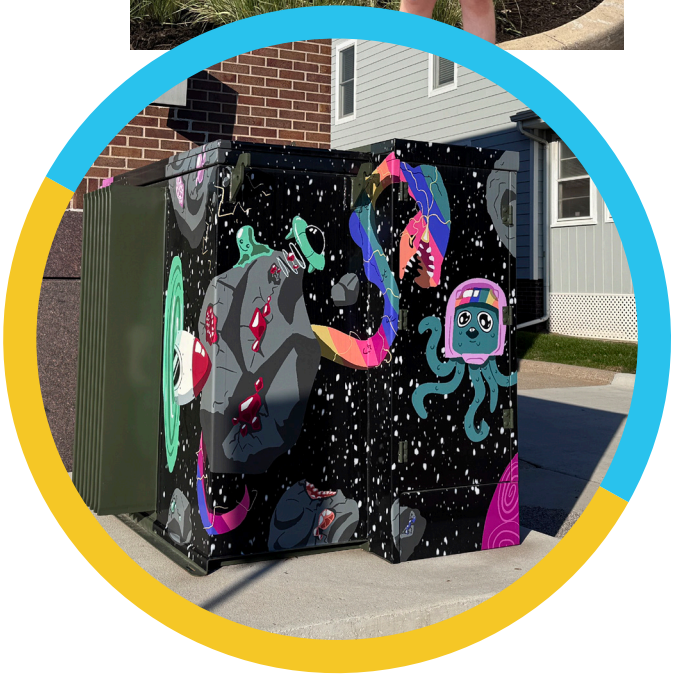
TRANSPORTATION



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Transportation

	Total	2026/27	2027/28	2028/29	2029/30	2030/31	Page
Expenditures							
Street Improvements	67,435,000	18,580,000	12,665,000	10,985,000	10,860,000	14,345,000	108
Shared Use Path System	7,520,000	1,220,000	1,050,000	1,250,000	2,450,000	1,550,000	119
Traffic Improvements	8,268,600	1,468,600	1,525,000	2,900,000	775,000	1,600,000	124
Street Rehabilitation	8,040,000	600,000	485,000	735,000	5,735,000	485,000	130
Transit System	23,288,993	5,278,737	4,720,504	4,734,087	3,334,691	5,220,974	135
Airport	29,544,166	17,665,000	416,666	5,037,500	5,225,000	1,200,000	141
Total Expenditures	**144,096,759**	**44,812,337**	**20,862,170**	**25,641,587**	**28,379,691**	**24,400,974**	
Funding Sources:							
Debt:							
G.O. Bonds	65,774,006	16,317,006	10,636,000	11,758,500	14,102,500	12,960,000	
G.O. Bonds (previously issued	1,075,000	1,075,000	-	-	-	-	
Total Debt Funding	66,849,006	17,392,006	10,636,000	11,758,500	14,102,500	12,960,000	
City:							
Road Use Tax	9,080,844	1,990,844	1,935,000	1,610,000	1,385,000	2,160,000	
Local Option Sales Tax	5,400,000	1,000,000	1,050,000	1,050,000	1,150,000	1,150,000	
Water Utility Fund	375,000	75,000	75,000	75,000	75,000	75,000	
Sewer Utility Fund	375,000	75,000	75,000	75,000	75,000	75,000	
Stormwater Utility Fund	250,000	50,000	50,000	50,000	50,000	50,000	
Transit Fund	6,268,795	1,529,377	1,366,132	1,356,696	1,070,475	946,115	
Airport Improvements Fund	454,166	67,500	266,666	60,000	60,000	-	
Total City Funding	22,203,805	4,787,721	4,817,798	4,276,696	3,865,475	4,456,115	
Other:							
Federal/State Grants	53,149,948	22,388,610	5,408,372	9,106,391	9,411,716	6,834,859	
MPO Funds	1,744,000	244,000	-	500,000	1,000,000	-	
Developer Funds	150,000	-	-	-	-	150,000	
Total Other Funding	55,043,948	22,632,610	5,408,372	9,606,391	10,411,716	6,984,859	
Total Funding Sources	**144,096,759**	**44,812,337**	**20,862,170**	**25,641,587**	**28,379,691**	**24,400,974**	

Transportation - Street Improvements

Project/Funding Source	Total	2025/26	2026/27	2027/28	2028/29	2029/30	Page
Project:							
Asphalt Street Pavement Improvements	17,240,000	2,340,000	3,900,000	4,000,000	3,700,000	3,300,000	109
Arterial Street Pavement Improvements	13,575,000	4,140,000	2,640,000	2,560,000	1,535,000	2,700,000	110
CyRide Route Pavement Improvements	9,925,000	3,800,000	1,725,000	1,500,000	1,200,000	1,700,000	111
Concrete Pavement Improvements	8,125,000	3,300,000	1,525,000	1,200,000	900,000	1,200,000	112
Seal Coat Pavement Improvements	7,570,000	900,000	750,000	1,000,000	2,800,000	2,120,000	113
Collector Street Pavement Improvements	5,400,000	2,800,000	1,400,000	-	-	1,200,000	114
Freel Drive Paving	975,000	975,000	-	-	-	-	115
Right-of-Way Restoration	1,625,000	325,000	325,000	325,000	325,000	325,000	116
Alley Pavement Improvements Program	1,600,000	-	400,000	400,000	400,000	400,000	117
Campustown Public Improvements	1,400,000	-	-	-	-	1,400,000	118
Total Project Expenditures	**67,435,000**	**18,580,000**	**12,665,000**	**10,985,000**	**10,860,000**	**14,345,000**	
Funding Sources:							
Debt:							
G.O. Bonds	56,311,000	15,375,000	10,636,000	8,900,000	9,540,000	11,860,000	
City:							
Road Use Tax	625,000	125,000	125,000	125,000	125,000	125,000	
Water Utility Fund	375,000	75,000	75,000	75,000	75,000	75,000	
Sewer Utility Fund	375,000	75,000	75,000	75,000	75,000	75,000	
Stormwater Utility Fund	250,000	50,000	50,000	50,000	50,000	50,000	
Total City Funding	1,625,000	325,000	325,000	325,000	325,000	325,000	
Other:							
State/Federal Grants	9,499,000	2,880,000	1,704,000	1,760,000	995,000	2,160,000	
Total Funding Sources	**67,435,000**	**18,580,000**	**12,665,000**	**10,985,000**	**10,860,000**	**14,345,000**	

Asphalt Street Pavement Improvements

Project Status: No Change

Description/Justification
This is the annual program for reconstruction and resurfacing (rehabilitation) of asphalt streets that are typically located within residential neighborhoods. Streets within residential subdivisions have been installed using full-depth asphalt pavement since mid-1970. Full-depth reconstruction of these streets becomes necessary when pavements structurally fail. However, rehabilitation of existing asphalt streets is possible where the base asphalt layer is solid, but the surface layer has failed.

This program was created in accordance with City Council's goal of strengthening our neighborhoods.

Comments
Reconstructing or resurfacing these streets reduces ongoing maintenance costs and provides more serviceable roadways for residents.

Location

2026/27	Toronto Street (North Dakota Avenue to Garfield Avenue), Garfield Avenue (north and south of Ontario Street), Woodstock Avenue, Windsor Court
2027/28	Truman Place, Regency Court, Onyx Street, and Southdale Drive ($2,470,000), Clemens Boulevard (South Dakota Avenue to Wilder Avenue – $1,430,000)
2028/29	Dickinson Avenue (Mortensen Avenue south through circle), Green Hills Drive (Oakwood Road to Red Oak Drive), Red Oak Drive/Circle, White Oak Drive, Burr Oak Circle, Jefferson Street/Circle, Garner Avenue/Circle, Nixon Avenue/Circle
2029/30	Roosevelt Avenue (16th Street to 20th Street), Cessna Street, Woodland Street (Franklin Avenue to Hira Park), Wilder Boulevard (170 feet north of Rowling Drive to Lincoln Way)
2030/31	Stone Brooke Road (southern intersection of Fletcher Boulevard to northern intersection Fletcher Boulevard), Stone Brooke Circle, Douglas Avenue (O'Neil Drive to Duff Avenue), O'Neil Drive (Douglas Avenue to Duff Avenue)

	Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:						
Engineering	2,570,000	340,000	580,000	600,000	550,000	500,000
Construction	14,670,000	2,000,000	3,320,000	3,400,000	3,150,000	2,800,000
Total	**17,240,000**	**2,340,000**	**3,900,000**	**4,000,000**	**3,700,000**	**3,300,000**
Financing:						
G.O. Bonds	17,240,000	2,340,000	3,900,000	4,000,000	3,700,000	3,300,000
Total	**17,240,000**	**2,340,000**	**3,900,000**	**4,000,000**	**3,700,000**	**3,300,000**

Program - Activity:	Department:	Account Number:
Transportation - Street Improvements	Public Works	387-8119-439

Arterial Street Pavement Improvements

Project Status: Location Change

Description/Justification
This annual program utilizes current repair and reconstruction techniques to improve the City's arterial streets with asphalt or concrete. These pavement improvements are needed to restore structural integrity, serviceability and rideability. Targeted streets are reaching a point of accelerated deterioration, but by improving the streets prior to excessive problems, the service life can be extended before complete reconstruction becomes necessary.

Comments
Arterial street improvements are critical to maintaining the City's high-volume transportation network and extending the life of major corridors. Proactive reconstruction of these streets reduces long-term maintenance costs and allows resources to be redirected toward earlier maintenance of other streets in the system.

Funding for this program has been updated to reflect the transition from MPO/STP funds to Surface Transportation Block Grant (STBG) funds, which are administered by the MPO. Additional STBG funding ($864,000) is included in FY 2029/30 to cover 80% of project costs.

The FY 2026/27 East Lincoln Way project will include water main upgrades ($300,000) identified in the FY 2026/27 Water System Improvements program. The project will also include funding ($200,000) to install a shared use path in the corridor.

The FY 2029/30 East 13th Street project will include funding ($125,000) to replace the shared use path adjacent to the project location.

The FY 2030/31 East 13th Street project will include funding ($400,000) to replace the shared use path in the corridor.

Location

2026/27	East Lincoln Way (Duff Avenue to South Skunk River)
2027/28	East 13th Street (between ramps under Interstate 35) and East Lincoln Way/Dayton Avenue intersection ($1,350,000); Duff Avenue (Sixth Street to 13th Street - $1,290,000)
2028/29	Duff Avenue (20th Street to Northwood Drive)
2029/30	East 13th Street (McCormick Avenue to Dayton Avenue)
2030/31	East 13th Street (250 feet east of Meadowlane Avenue to the Skunk River)

	Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:						
Engineering	2,055,000	540,000	460,000	360,000	235,000	460,000
Construction	11,520,000	3,600,000	2,180,000	2,200,000	1,300,000	2,240,000
Total	**13,575,000**	**4,140,000**	**2,640,000**	**2,560,000**	**1,535,000**	**2,700,000**
Financing:						
G.O. Bonds	4,076,000	1,260,000	936,000	800,000	540,000	540,000
STBG Grant Funds	9,499,000	2,880,000	1,704,000	1,760,000	995,000	2,160,000
Total	**13,575,000**	**4,140,000**	**2,640,000**	**2,560,000**	**1,535,000**	**2,700,000**

Program - Activity:	Department:	Account Number:
Transportation - Street Improvements	Public Works	320-8144-439
		387-8144-439

CyRide Route Pavement Improvements

Project Status: No Change

Description/Justification
This is the annual program for pavement improvements to streets that are or previously were used as bus routes.

The added weight of bus traffic on CyRide routes accelerates pavement deterioration and shortens service life compared to other city streets. This program focuses on reconstructing and strengthening those segments to withstand the higher bus loads, ensuring safe and reliable transit operations while reducing long-term maintenance costs.

Comments
Maintaining these pavements in good condition improves ride quality for transit users, reduces operating costs for the CyRide system, and lessens the frequency of disruptive repairs in busy corridors.

The FY 2026/27 Lincoln Way project will include water main upgrades ($850,000) identified in the FY 2026/27 Water System Improvements programs.

The FY 2027/28 Bloomington Road project will include funding ($125,000) to replace the shared use path adjacent to the project location and Multi-Modal Roadway Improvements funding ($100,000) for pedestrian crossing enhancements.

Location

2026/27	Lincoln Way (Hayward Avenue to Beach Avenue)
2027/28	Bloomington Road (Hoover Avenue to Eisenhower Avenue)
2028/29	16th Street (Grand Avenue to Ridgewood Avenue)
2029/30	Dickinson Avenue (Mortensen Road to Steinbeck Street) and Steinbeck Street (Poe Avenue to South Dakota Avenue)
2030/31	Thackery Avenue (Todd Drive to Lincoln Way), Todd Drive (Thackery Avenue to Alcott Avenue), and Alcott Avenue (Todd Drive to Lincoln Way)

	Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:						
Engineering	1,945,000	760,000	345,000	300,000	200,000	340,000
Construction	7,980,000	3,040,000	1,380,000	1,200,000	1,000,000	1,360,000
Total	**9,925,000**	**3,800,000**	**1,725,000**	**1,500,000**	**1,200,000**	**1,700,000**
Financing:						
G.O. Bonds	9,925,000	3,800,000	1,725,000	1,500,000	1,200,000	1,700,000
Total	**9,925,000**	**3,800,000**	**1,725,000**	**1,500,000**	**1,200,000**	**1,700,000**

Program - Activity:	Department:	Account Number:
Transportation - Street Improvements	Public Works	387-8123-439

Concrete Pavement Improvements

Project Status: No Change

Description/Justification
This annual program rehabilitates or reconstructs concrete street sections that have deteriorated to prevent premature breakdown of the pavement. This work provides enhanced rideability for the City's residents and visitors.

Comments
These improvements reduce ongoing maintenance and repairs needed on the City's streets.

The FY 2026/27 Ninth Street and Gaskill Drive projects will include water main upgrades ($160,000 and $150,000 respectively) identified in the FY 2026/27 Water System Improvements program.

Location

2026/27	North Loop Drive, Ninth Street (Roosevelt Avenue to Grand Avenue), Gaskill Drive (250 feet south of Friley Road to Country Club Boulevard), and Crawford Avenue (end to East Ninth Street)
2027/28	Sixth Street (Clark Avenue to Duff Avenue)
2028/29	Seventh Street (Grand Avenue to Burnett Avenue)
2029/30	13th Street (Hyland Avenue to Union Pacific Railroad Bridge)
2030/31	17th Street (Burnett Avenue to Duff Avenue)

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
Engineering		1,545,000	660,000	305,000	200,000	180,000	200,000
Construction		6,580,000	2,640,000	1,220,000	1,000,000	720,000	1,000,000
	Total	**8,125,000**	**3,300,000**	**1,525,000**	**1,200,000**	**900,000**	**1,200,000**
Financing:							
G.O. Bonds		8,125,000	3,300,000	1,525,000	1,200,000	900,000	1,200,000
	Total	**8,125,000**	**3,300,000**	**1,525,000**	**1,200,000**	**900,000**	**1,200,000**

Program - Activity:	**Department:**	**Account Number:**
Transportation - Street Improvements	Public Works	387-8162-439

Seal Coat Street Pavement Improvements

Project Status: No Change

Description/Justification
This is the annual program for removal and replacement of built-up seal coat streets. Built-up seal coats on streets cause excess crown which results in vehicles dragging at driveway entrances. Complete removal of this built-up seal coat allows for repairs to curbs and gutters and placement of new paving surfaces.

Comments
The areas to be resurfaced are chosen each spring based on the current street condition inventory and funding availability. Funding for this program may vary from year to year to maintain a consistent overall bonding level issue each year over five years. Cost estimates include funding for concrete curb and gutter repairs that need to be made prior to street asphalt being placed, as well as pedestrian improvements to meet the most recent state and federal accessibility requirements.

Street maintenance operation costs for patching will be reduced for the streets involved in this program.

Respondents to the 2024 Residential Satisfaction Survey indicated that reconstructing existing streets is their top capital improvement priority with 89% indicating this is somewhat or very important. Most local streets with poorer than average pavement conditions were constructed in seal coat and are now in need of reconstruction.

All project locations in this program will include funding ($150,000) in each fiscal year from the Neighborhood Curb Replacement Program to coordinate curb replacement during sealcoat removal.

Location

2026/27	Washington Avenue (Lincoln Way to South Third Street)
2027/28	Washington Avenue (South Third Street to South Fourth Street), South Fourth Street (South Walnut Avenue to dead end)
2028/29	South Franklin Avenue (Lincoln Way to Tripp Street), Village Drive
2029/30	Country Club Boulevard (Ash Avenue to Beach Avenue)
2030/31	Pearson Avenue (Country Club Boulevard to Sunset Drive), Greeley Street (Pearson Avenue to Beach Avenue)

	Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:						
Engineering	1,497,500	135,000	112,500	200,000	550,000	500,000
Construction	6,072,500	765,000	637,500	800,000	2,250,000	1,620,000
Total	**7,570,000**	**900,000**	**750,000**	**1,000,000**	**2,800,000**	**2,120,000**
Financing:						
G.O. Bonds	7,570,000	900,000	750,000	1,000,000	2,800,000	2,120,000
Total	**7,570,000**	**900,000**	**750,000**	**1,000,000**	**2,800,000**	**2,120,000**

Program - Activity: Transportation - Street Improvements
Department: Public Works
Account Number: 387-8102-439

Collector Street Pavement Improvements

Project Status: Location Change

Description/Justification
This is the annual program for reconstruction or rehabilitation of collector streets. Locations are chosen in accordance with the most current street condition inventory and input from maintenance staff activities.

Comments
Collector street pavement improvements result in lower street maintenance costs and less frequent repairs.

The FY 2026/27 State Avenue project has been added to address street improvements prior to the opening of the new Fire Station #2. This project includes $300,000 for shared use path improvements, converting the existing on-road pedestrian/bike lane into a separated 10-foot-wide shared use path located west of the roadway drainage ditch.

The FY 2027/28 West Street project will include water main upgrades ($415,000) identified in the FY 2026/27 Water System Improvements program.

Location

2026/27	State Avenue (Mortensen Road to Arbor Street)
2027/28	West Street (Crane Avenue to Hillcrest Avenue)
2030/31	Wheeler Street (Hoover Avenue to Roy Key Avenue)

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
Engineering		1,000,000	500,000	300,000			200,000
Construction		4,400,000	2,300,000	1,100,000			1,000,000
	Total	**5,400,000**	**2,800,000**	**1,400,000**			**1,200,000**
Financing:							
G.O. Bonds		5,400,000	2,800,000	1,400,000			1,200,000
	Total	**5,400,000**	**2,800,000**	**1,400,000**			**1,200,000**

Program - Activity:	Department:	Account Number:
Transportation - Street Improvements	Public Works	387-8134-439

Freel Drive Paving

Project Status: New

Description/Justification
As the City transitions from a waste-to-energy based system to a transfer station model, a new facility will be needed to receive and consolidate municipal solid waste and recycling for transportation to a landfill or recycling center. The City has purchased five parcels along Freel Drive to construct the new Resource Recovery and Recycling Campus (R3C). Freel Drive is an unpaved road adjacent to the City's five parcels. In order to develop the site and construct the project, the City will pave Freel Drive from 600 feet south of East Lincoln Way through the intersection of Southeast Fifth Street.

Comments
2026/27 Freel Drive (600 feet south of East Lincoln Way to Southeast Fifth Street)

Location
Freel Drive

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
Engineering		90,000	90,000				
Construction		885,000	885,000				
	Total	**975,000**	**975,000**				
Financing:							
G.O. Bonds		975,000	975,000				
	Total	**975,000**	**975,000**				

Program - Activity:	**Department:**	**Account Number:**
Utilities - Resource Recovery	Public Works	387-8190-439

Right-of-Way Restoration

Project Status: No Change

Description/Justification
In recent years, staff has continued to observe and analyze restoration of the right-of-way areas associated with Capital Improvement Plan (CIP) projects. Some areas have been restored with sod, while other areas have been restored using seed or dormant seed. Restoration appears to depend on the weather at the time of installation. In areas where vegetation is not anticipated to be successful, other forms of restoration may be used, such as pervious pavement or standard concrete.

Instead of including restoration as a subcontract in each individual CIP project, as was done in the past, this program facilitates more successful restoration through a separate contract with a contractor that specializes in vegetation establishment.

Comments
Conditions for each restoration area are considered independently to select the appropriate and sustainable alternative. Restoration examples include sod, native turf, and pervious and standard colored/stained concrete.

Location
Various locations (coordinated with Public Works streets and utility projects)

	Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:						
Engineering	200,000	40,000	40,000	40,000	40,000	40,000
Construction	1,425,000	285,000	285,000	285,000	285,000	285,000
Total	**1,625,000**	**325,000**	**325,000**	**325,000**	**325,000**	**325,000**
Financing:						
Road Use Tax	625,000	125,000	125,000	125,000	125,000	125,000
Water Utility Fund	375,000	75,000	75,000	75,000	75,000	75,000
Sewer Utility Fund	375,000	75,000	75,000	75,000	75,000	75,000
Stormwater Utility Fund	250,000	50,000	50,000	50,000	50,000	50,000
Total	**1,625,000**	**325,000**	**325,000**	**325,000**	**325,000**	**325,000**

Program - Activity: Transportation - Street Improvements
Department: Public Works
Account Number: Various

Alley Pavement Improvements Program

Project Status: Location Change

Description/Justification
This program is to reconstruct existing paved alleys where the structural integrity of the existing pavement has diminished beyond repair. These alleys are primarily in the vicinity south of Downtown. However, projects that are part of this CIP program may be community-wide if the adjacent properties (or the City) have previously paid for installation of the existing pavement.

Comments
The Lincoln Way (South Sherman to South Duff) alley has been advanced to FY 2027/28.

Location

2027/28	East 200 feet of the alley south of Lincoln Way (South Walnut Avenue to Washington Avenue) and alley south of Lincoln Way (South Sherman Avenue to South Duff Avenue)
2028/29	Alley south of Lincoln Way (Washington Avenue to South Kellogg)
2029/30	Alley between Douglas Avenue and Duff Avenue (Seventh Street to Eighth Street)
2030/31	Alley between Douglas Avenue and Duff Avenue (Eighth Street to Ninth Street)

	Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:						
Engineering	320,000		80,000	80,000	80,000	80,000
Construction	1,280,000		320,000	320,000	320,000	320,000
Total	**1,600,000**		**400,000**	**400,000**	**400,000**	**400,000**
Financing:						
G.O. Bonds	1,600,000		400,000	400,000	400,000	400,000
Total	**1,600,000**		**400,000**	**400,000**	**400,000**	**400,000**

Program - Activity: Transportation - Street Improvements
Department: Public Works
Account Number:

Campustown Public Improvements

Project Status: Delayed

Description/Justification
This project includes public infrastructure improvements along Chamberlain Street (Hayward Avenue to Lynn Avenue), continuing street and utility improvements completed in the area. The project will involve sanitary sewer, storm sewer, and roadway pavement improvements. The project design will incorporate public outreach.

Comments
The pavement conditions along Chamberlain Street demonstrate the need to complete reconstruction/rehabilitation to restore the structural integrity of the roadway. During design of the project, further analysis of drainage conditions in the area will be completed to determine the extent of storm sewer upgrades needed in the area.

Location
2030/31 Chamberlain Street (Hayward Avenue to Lynn Avenue)

	Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:						
Engineering	300,000					300,000
Construction	1,100,000					1,100,000
Total	**1,400,000**					**1,400,000**
Financing:						
G.O. Bonds	1,400,000					1,400,000
Total	**1,400,000**					**1,400,000**

Program - Activity: Transportation - Street Improvements

Department: Public Works

Account Number:

Transportation - Shared Use Path System

Project/Funding Source	Total	2026/27	2027/28	2028/29	2029/30	2030/31	Page
Project:							
Shared Use Path System Expansion	3,650,000	450,000	500,000	500,000	1,600,000	600,000	121
Multi-Modal Roadway Improvements	1,620,000	320,000	100,000	300,000	400,000	500,000	122
Shared Use Path Maintenance	2,250,000	450,000	450,000	450,000	450,000	450,000	123
Total Project Expenditures	**7,520,000**	**1,220,000**	**1,050,000**	**1,250,000**	**2,450,000**	**1,550,000**	
Funding Sources:							
Debt:							
G.O. Bonds	300,000	-	-	300,000	-	-	
City:							
Local Option Sales Tax	4,900,000	900,000	950,000	950,000	1,050,000	1,050,000	
Road Use Tax	1,320,000	320,000	100,000	-	400,000	500,000	
Total City Funding	6,220,000	1,220,000	1,050,000	950,000	1,450,000	1,550,000	
Other:							
MPO Funds	1,000,000	-	-	-	1,000,000	-	
Total Funding Sources	**7,520,000**	**1,220,000**	**1,050,000**	**1,250,000**	**2,450,000**	**1,550,000**	

Transportation - Shared Use Path Summary

City of Ames, Iowa
Capital Improvements Plan

Project by Activity	Total	2026/27	2027/28	2028/29	2029/30	2030/31	Page
Street Improvements:							
Arterial Street Pavement Improvements	725,000	200,000	-	-	125,000	400,000	110
CyRide Route Pavement Improvements	225,000	-	225,000	-	-	-	111
Collector Street Pavement Improvements	300,000	300,000	-	-	-	-	114
Campustown Public Improvements	100,000	-	-	-	-	100,000	118
Total Street Improvement Projects	1,350,000	500,000	225,000	-	125,000	500,000	
Shared Use Path System:							
Shared Use Path System Expansion	3,650,000	450,000	500,000	500,000	1,600,000	600,000	121
Multi-Modal Roadway Improvements	1,620,000	320,000	100,000	300,000	400,000	500,000	122
Shared Use Path Maintenance	2,250,000	450,000	450,000	450,000	450,000	450,000	123
Total Shared Use Path System Projects	7,520,000	1,220,000	1,050,000	1,250,000	2,450,000	1,550,000	
Traffic Improvements:							
Traffic Signal Program	125,000	25,000	25,000	25,000	25,000	25,000	126
Street Rehabilitation							
Lincoln Way Bridge Replacement	200,000	-	-	-	200,000	-	134
Total Shared Use Path Projects	**9,195,000**	**1,745,000**	**1,300,000**	**1,275,000**	**2,800,000**	**2,075,000**	
Average Expenditure/Fiscal Year	**1,839,000**						

Shared Use Path System Expansion

Project Status: Site Change Cost Change

Description/Justification
This program provides for construction of shared use paths on street rights-of-way, adjacent to streets, and through greenbelts. The City's 2050 Metropolitan Transportation Plan (MTP) identifies those paths that separate bicycle traffic from higher-speed automobile traffic.

Comments
The projects included in this program are subject to acquiring voluntary easements from property owners. Construction of certain segments is contingent upon acquisition of land. Ongoing shared use path maintenance costs will increase as these new shared use paths are added across the City. The FY 2029/30 project location has been updated to include the section of Skunk River Trail from Ioway Creek to Southeast 16th Street as directed by City Council due to property acquisition challenges north of Ioway Creek.

Location

2026/27	Mortensen Road path (Dickinson Road to South Dakota Avenue $190,000), South Duff path (South Fifth Street to South Third Street $260,000)
2027/28	Grand Avenue (13th Street to 16th Street $500,000)
2028/29	24th Street path (Grand Avenue to Duff Avenue $500,000)
2029/30	Skunk River Trail (Ioway Creek to south East 16th Street)
2030/31	Hyde Avenue (Westwind Drive to Bloomington Road)

	Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:						
Engineering	720,000	150,000	100,000	100,000	250,000	120,000
Construction	2,680,000	300,000	400,000	400,000	1,350,000	480,000
Total	**3,400,000**	**450,000**	**500,000**	**500,000**	**1,600,000**	**600,000**
Financing:						
Local Option Sales Tax	2,650,000	450,000	500,000	500,000	600,000	600,000
MPO TAP funding	1,000,000				1,000,000	
Total	**3,650,000**	**450,000**	**500,000**	**500,000**	**1,600,000**	**600,000**

Program - Activity:	Department:	Account Number:
Transportation - Shared Use Paths	Public Works	030-8835-439 030-8836-439

Multi-Modal Roadway Improvements

Project Status: No Change

Description/Justification
Multi-modal transportation refers to the variety of modes used by Ames residents to travel within the transportation system. The modes specifically addressed in this program include bicycling and automobiles.

This program is aimed at improving the roadway to create a safer interaction between these two modes using alternatives such as improved crossing visibility at intersections, bike detection, and on-street facilities (e.g. bike lanes and sharrows). Bike lanes consist of a portion of the roadway designated by striping, signing, and pavement markings for the preferential or exclusive use of bicyclists. Sharrows, also known as shared lane markings, are markings used in lanes shared by bicycles and motor vehicles when a travel lane is too narrow to provide a standard width bike lane. Bike detection improvements include retrofitting signalized intersections to radar detection to facilitate the movement of bicycles. These improvements retrofit existing streets to provide a useful and appropriate route of travel for these popular modes used by Ames residents.

Locations

2026/27	University Boulevard and Lincoln Way (protected intersection improvements)
2027/28	Bloomington Road and Fletcher Boulevard (enhanced pedestrian crossing)
2028/29	16th Street (shared use path from Grand Avenue to Ridgewood Avenue)
2029/30	Lincoln Way and Stanton Avenue (pedestrian crossing modifications)
2030/31	Hyde Avenue (mini-roundabout corridor improvements)

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
Engineering		270,000	45,000	20,000	50,000	75,000	80,000
Construction		1,350,000	275,000	80,000	250,000	325,000	420,000
	Total	**1,620,000**	**320,000**	**100,000**	**300,000**	**400,000**	**500,000**
Financing:							
Road Use Tax		1,320,000	320,000	100,000		400,000	500,000
G.O. Bonds		300,000			300,000		
	Total	**1,620,000**	**320,000**	**100,000**	**300,000**	**400,000**	**500,000**

Program - Activity:	**Department:**	**Account Number:**
Transportation - Shared Use Paths	Public Works	060-8826-439

Shared Use Path Maintenance

Project Status: No Change

Description/Justification
The City's shared use path recreational and transportation system has continued to expand throughout the community. These shared use paths were typically constructed with five inches of asphalt or concrete pavement. Structural failure, drainage problems, and vegetation infringement are several causes of the need to improve these pavements. This annual program provides for those improvements.

Comments
The pavement management system for shared use paths is used to guide maintenance activities to segments that are in need of repair. This inventory aids in prioritizing those segments throughout the community.

Spot repairs that are identified will be prioritized by severity of the needed repair and then addressed through the annual operations budget. Improvements to the shared use path pavements will enhance the safety and usability of the transportation/recreational system and improve the aesthetics of the right-of-way. Newer rehabilitation techniques such as mastic joint repair and microsurface treatments are being utilized as part of this program. This will provide for a system-wide maintenance schedule of joint sealing and surface slurry seal every five years on asphalt paths, along with scheduled overlay and reconstruction for every path.

Locations
Various locations throughout Ames will be identified using pavement management data and user feedback.

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
Engineering		325,000	65,000	65,000	65,000	65,000	65,000
Construction		1,925,000	385,000	385,000	385,000	385,000	385,000
	Total	**2,250,000**	**450,000**	**450,000**	**450,000**	**450,000**	**450,000**
Financing:							
Local Option Sales Tax		2,250,000	450,000	450,000	450,000	450,000	450,000
	Total	**2,250,000**	**450,000**	**450,000**	**450,000**	**450,000**	**450,000**

Program - Activity:	**Department:**	**Account Number:**
Transportation - Shared Use Paths	Public Works	030-8811-439

Transportation - Traffic Improvements

City of Ames, Iowa
Capital Improvements Plan

Project/Funding Source	Total	2026/27	2027/28	2028/29	2029/30	2030/31	Page
Project:							
Traffic System Capacity Improvements	3,170,000	245,000	750,000	1,575,000	-	600,000	125
Traffic Signal Program	2,725,000	500,000	500,000	500,000	500,000	725,000	126
Accessibility Enhancements Program	1,000,000	200,000	200,000	200,000	200,000	200,000	127
Transportation Planning Program	985,000	135,000	75,000	625,000	75,000	75,000	128
Intelligent Transportation System Program	388,600	388,600	-	-	-	-	129
Total Project Expenditures	**8,268,600**	**1,468,600**	**1,525,000**	**2,900,000**	**775,000**	**1,600,000**	
Funding Sources:							
Debt:							
G.O. Bonds	2,078,756	178,756	-	1,300,000	300,000	300,000	
City:							
Road Use Tax	4,595,844	945,844	1,225,000	1,000,000	375,000	1,050,000	
Local Option Sales Tax	500,000	100,000	100,000	100,000	100,000	100,000	
Total City Funding	5,095,844	1,045,844	1,325,000	1,100,000	475,000	1,150,000	
Other:							
MPO Funds	744,000	244,000	-	500,000	-	-	
Federal/State Grants	200,000	-	200,000	-	-	-	
Developer Funds	150,000	-	-	-	-	150,000	
Total Other Funding	1,094,000	244,000	200,000	500,000	-	150,000	
Total Funding Sources	**8,268,600**	**1,468,600**	**1,525,000**	**2,900,000**	**775,000**	**1,600,000**	

Traffic System Capacity Improvements

Project Status: Cost Change Revenue Change Site Change

Description/Justification
This program will address several issues identified in the 2050 Metropolitan Transportation Plan (MTP). The 2050 MTP identified several critical intersections that were at or nearing capacity such that improvements were needed. This program will provide for the planning, design, and construction of those improvements.

Comments
Several studies from the 2050 MTP have been added. These studies all anticipate utilizing Metropolitan Planning Organization (MPO) Planning Level (PL) funding to cover 80% of the cost. City Staff will coordinate with Boone and Story County for the FY 2030/31 project. Construction in FY 2031/32 is anticipated to include developer funds.

Location

2026/27	South Dayton study (US HW 30 to South Dayton Place, $120,000), Lincoln Way Corridor study (Grand Avenue to Duff Avenue, $125,000)
2027/28	20th Street and Grand Avenue intersection improvements ($750,000)
2028/29	24th Street and Grand Avenue intersection improvements ($1,500,000), Mortensen Parkway study ($60,000 MPO, $15,000 RUT)
2029/30	No project
2030/31	Lincoln Way and County Line/Y Avenue roundabout (design and land acquisition, $600,000)

	Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:						
Engineering	1,105,000	245,000	135,000	325,000		400,000
Construction	1,865,000		615,000	1,250,000		
Land/ROW	200,000					200,000
Total	**3,170,000**	**245,000**	**750,000**	**1,575,000**		**600,000**
Financing:						
G.O. Bonds	1,000,000			1,000,000		
Road Use Tax	1,714,000	49,000	550,000	515,000		600,000
State Grants	200,000		200,000			
MPO Planning Funds	256,000	196,000		60,000		
Total	**3,170,000**	**245,000**	**750,000**	**1,575,000**		**600,000**

Program - Activity: Transportation - Traffic Improvements

Department: Public Works

Account Number: 060-7527-439, 060-7530-439, 320-7527-439, 320-7530-439

Traffic Signal Program

Project Status: Scope Change

Description/Justification
The Traffic Signal Program is the annual program that provides for replacing older traffic signals and for constructing new traffic signals in the City. This will result in improved visibility, reliability, and appearance of signals.

Although recent advances in technology have elongated the normal, useful life for traffic signal installations well past the previously expected 25 years, some of the older-generation traffic signals still in use exceed their functional age. Components at those installations (including conduits, wiring, signal heads, and poles) need to be completely replaced. This program also provides funding for those maintenance needs as well as the necessary upgrading of the traffic signal system as technology continues to change. In recent years, traffic signal replacements have included combined video/radar detection systems instead of in-pavement loop detection systems that frequently failed. Another advantage of the video/radar detection systems is that they detect bicycles as well as motor vehicles.

Comments
Increasing material costs (specifically for copper wiring and steel for the poles and mast arms) and additional federal design requirements (such as additional ADA facilities) have resulted in an increased cost for each standard traffic signal. When a full replacement is not necessary, staff will identify equipment within existing signal locations that can be replaced to achieve similar operational improvements to a major reconstruction.

Locations

2026/27	University Boulevard and Mortensen Road signal replacement
2027/28	University Boulevard and Lincoln Way signal replacement
2028/29	Lincoln Way and Marshall Avenue cabinet replacement and pole painting ($150,000), 13th Street and Ridgewood Avenue signal pole and cabinet replacement ($350,000)
2029/30	South Duff Avenue and Airport Road signal pole and cabinet replacement ($300,000), Lincoln Way and Clark Avenue signal pole and cabinet replacement ($200,000)
2030/31	South Third Street and Walnut Avenue signal pole and cabinet replacement ($225,000), Bloomington Road and Hyde Avenue signalization ($500,000)

	Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:						
Engineering	277,000	52,000	50,000	50,000	50,000	75,000
Construction	2,448,000	448,000	450,000	450,000	450,000	650,000
Total	**2,725,000**	**500,000**	**500,000**	**500,000**	**500,000**	**725,000**
Financing:						
G.O. Bonds	900,000			300,000	300,000	300,000
Road Use Tax	1,675,000	500,000	500,000	200,000	200,000	275,000
Developer Funds	150,000					150,000
Total	**2,725,000**	**500,000**	**500,000**	**500,000**	**500,000**	**725,000**

Program - Activity:	Department:	Account Number:
Transportation - Traffic Improvements	Public Works	060-7559-439

Accessibility Enhancement Program

Project Status: No Change

Description/Justification
This annual program combines sidewalk and pedestrian ramp improvements with additional accessibility upgrades at traffic signals and other publicly owned parking facilities. The program provides for removing and replacing sidewalk intersection crosswalk panels and handicap ramps at locations that fail to meet the Americans with Disabilities Act (ADA) requirement to have truncated dome warning panels installed. It also includes retrofitting existing signalized traffic control devices with audible and vibrotactile pushbuttons, as well as upgrading parking stalls to current accessibility standards in any on-street location or parking lot owned by the City of Ames. Wherever possible, this program is combined with and used in conjunction with other roadway, traffic signal replacement, or shared use path improvement projects for pedestrian ramp reconstruction.

Comments
City Staff prioritize the retrofitting of existing traffic signals that currently do not have audible and vibrotactile operation. These locations will be prioritized along with other ADA improvement needs that are identified throughout the year. This program provides safer pedestrian facilities and limits the City's liability for injury to residents using public sidewalks in a deteriorated condition. The program also improves ADA accessibility at municipal facilities.

	Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:						
Engineering	150,000	30,000	30,000	30,000	30,000	30,000
Construction	850,000	170,000	170,000	170,000	170,000	170,000
Total	**1,000,000**	**200,000**	**200,000**	**200,000**	**200,000**	**200,000**
Financing:						
Road Use Tax	500,000	100,000	100,000	100,000	100,000	100,000
Local Option Sales Tax	500,000	100,000	100,000	100,000	100,000	100,000
Total	**1,000,000**	**200,000**	**200,000**	**200,000**	**200,000**	**200,000**

Program - Activity:	Department:	Account Number:
Transportation - Traffic Improvements	Public Works	030-7510-439
		060-7510-439

Transportation Planning Program

Project Status: Cost Change New

Description/Justification

This program provides for the collection, management, and application of multimodal transportation data and the maintenance of technology systems necessary to support efficient transportation planning and operations within the City of Ames. The program funds ongoing collection and analysis of travel data for all transportation modes, including walking, biking, transit, and vehicular travel. This information is used to track system performance, evaluate safety and efficiency, and guide investment priorities through the City's Capital Improvements Plan and the Ames Area Metropolitan Planning Organization (AAMPO). Funding also supports updates to the Metropolitan Transportation Plan (MTP), which establishes the region's long-range transportation strategy and satisfies federal planning requirements.

In addition, the program includes upkeep of the City's Intelligent Transportation System (ITS) network, including software, servers, communications equipment, and related technology necessary to manage traffic signals, collect system data, and coordinate multimodal operations. These systems enable data-driven management of transportation infrastructure and improve reliability, safety, and travel efficiency throughout the network. There is an annual base funding level of $75,000, with additional special projects and their respective funding identified below.

Comments

2026/27	Safe Routes to School Plan update ($60,000), data collection services ($75,000)
2027/28	Data collection services ($75,000)
2028/29	2055 Metropolitan Transportation Plan update ($550,000), data collection services ($75,000)
2029/30	Data collection services ($75,000)
2030/31	Data collection services ($75,000)

	Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:						
Engineering	985,000	135,000	75,000	625,000	75,000	75,000
Total	**985,000**	**135,000**	**75,000**	**625,000**	**75,000**	**75,000**
Financing:						
Road Use Tax Fund	497,000	87,000	75,000	185,000	75,000	75,000
MPO Planning Funds	488,000	48,000		440,000		
Total	**985,000**	**135,000**	**75,000**	**625,000**	**75,000**	**75,000**

Program - Activity:	Department:	Account Number:
Transportation - Traffic Improvements	Public Works	060-7509-439
		060-7515-439
		320-7509-439

Intelligent Transportation System Program

Project Status: Site Change

Description/Justification
The 2040 Ames Area Long Range Transportation Plan (LRTP) took effect in late 2015. That plan identified a wide range of transportation improvements, including projects that utilize technology referred to as Intelligent Transportation Systems (ITS). Traffic adaptive systems are a form of ITS infrastructure that conduct real-time optimization of traffic and pedestrian flow at signalized intersections. Traffic adaptive systems provide a significant improvement in efficiency and will provide reliable travel times during all times of the day. Traffic signal/flow improvements rank as one of the highest priority areas from the 2025 Ames Resident Satisfaction Survey.

Comments
The previous two Iowa Clean Air Attainment Program (ICAAP) applications for Phase 5 were not awarded, so Phases 5 and 6 have now been combined into a single project to maximize the grant competitiveness. Funding is shown below for the combined project.

Total cost of the ITS project (phases 1 through 5) is $15,251,733. Of that amount, $9,734,694 has been funded through non-city grant programs.

2025/26	367,540	G.O. Bonds
	431,460	Road Use Tax Fund
	940,000	Carbon Reduction Program
	1,213,760	ICAAP grant funding
	$2,952,760	

Location
2026/27 Phase 5 continued: Bloomington Road, 24th Street, Stange Road, 13th Street, South 16th Street; South Dayton Avenue (network extensions/looping) ($388,600)

	Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:						
Construction	388,600	388,600				
Total	**388,600**	**388,600**				
Financing:						
G.O. Bonds	178,756	178,756				
Road Use Tax	209,844	209,844				
Total	**388,600**	**388,600**				

Program - Activity:	Department:	Account Number:
Transportation - Traffic Improvements	Public Works	060-7517-439 387-7517-439

Transportation - Street Rehabilitation

City of Ames, Iowa
Capital Improvements Plan

Project/Funding Source	Total	2026/27	2027/28	2028/29	2029/30	2030/31	Page
Project:							
Pavement Restoration	1,500,000	300,000	300,000	300,000	300,000	300,000	131
Neighborhood Curb Replacement Program	750,000	150,000	150,000	150,000	150,000	150,000	132
Streetscape Enhancements	290,000	150,000	35,000	35,000	35,000	35,000	133
Lincoln Way Bridge Replacement	5,500,000	-	-	250,000	5,250,000	-	134
Total Project Expenditures	**8,040,000**	**600,000**	**485,000**	**735,000**	**5,735,000**	**485,000**	
Funding Sources:							
Debt:							
G.O. Bonds	4,000,000	-	-	250,000	3,750,000	-	
City:							
Road Use Tax	2,540,000	600,000	485,000	485,000	485,000	485,000	
Other:							
Federal/State Grants	1,500,000	-	-	-	1,500,000	-	
Total Funding Sources	**8,040,000**	**600,000**	**485,000**	**735,000**	**5,735,000**	**485,000**	

Pavement Restoration

Project Status: No Change

Description/Justification
This annual program is for preventive and proactive surface maintenance that does not involve structural changes to the street. This allows for a large variety of possible maintenance activities, including slurry seal, full-depth concrete paving, milling and patching of asphalt, joint sealing, diamond grinding, partial depth patching, and new maintenance techniques to preserve and enhance the City's streets.

Comments
Priorities for this program are identified using information from the pavement management system and input from citizens and maintenance crews.

Location
Locations will be prioritized using the street condition index along with staff observations to gain the best possible service life of streets.

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
Construction		1,500,000	300,000	300,000	300,000	300,000	300,000
	Total	**1,500,000**	**300,000**	**300,000**	**300,000**	**300,000**	**300,000**
Financing:							
Road Use Tax		1,500,000	300,000	300,000	300,000	300,000	300,000
	Total	**1,500,000**	**300,000**	**300,000**	**300,000**	**300,000**	**300,000**

Program - Activity:	**Department:**	**Account Number:**
Transportation - Street Rehabilitation	Public Works	060-7723-439

Neighborhood Curb Replacement Program

Project Status: No Change

Description/Justification
This is the annual program for replacement of deteriorated curb and gutter in selected neighborhood areas. Curb and gutter replacement enhances neighborhood and right-of-way aesthetics and provides for better stormwater drainage.

Areas to receive curb and gutter replacement are selected by staff using input from neighborhoods, the condition of the curb, and the extent of needed repairs.

Comments
The Neighborhood Curb Replacement Program decision criteria approved by the City Council includes the extent of curb deterioration, the number of residential structures on the block, and the longitudinal grade. Locations are coordinated with other pavement improvement locations in the CIP.

Location

2026/27	Washington Avenue (South Second Street to South Third Street)
2027/28	Washington Avenue (Lincoln Way to South Second Street)
2028/29	South Franklin Avenue (Lincoln Way to Tripp Street), Village Drive
2029/30	Country Club Boulevard (Ash Avenue to Beach Avenue)
2030/31	Pearson Avenue (Country Club Boulevard to Sunset Drive), Greeley Street (Pearson Avenue to Beach Avenue)

	Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:						
Engineering	100,000	20,000	20,000	20,000	20,000	20,000
Construction	650,000	130,000	130,000	130,000	130,000	130,000
Total	**750,000**	**150,000**	**150,000**	**150,000**	**150,000**	**150,000**
Financing:						
Road Use Tax	750,000	150,000	150,000	150,000	150,000	150,000
Total	**750,000**	**150,000**	**150,000**	**150,000**	**150,000**	**150,000**

Program - Activity:	Department:	Account Number:
Transportation - Street Rehabilitation	Public Works	060-7770-439

Streetscape Enhancements

Project Status: Scope Change Cost Increase

Description/Justification
This annual program provides for the enhancement of the rights-of-way in the City of Ames. The funding may be used for several elements including retaining walls, entryway enhancements, and median enhancements.

Comments
In addition to retaining wall repairs, the entryway enhancement portion will be used to enhance or repair other right-of-way elements such as decorative signs, benches, and monuments. The costs for this program have increased due to the cost for materials involved in these improvements.

Location
FY 2026/27 project will include a retaining wall replacement along Maxwell Avenue near 12th Street. The existing retaining wall has deteriorated significantly in recent years and is in need of replacement to prevent the cemetery slope from shifting into Maxwell Avenue.

	Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:						
Streetscape Enhancements	290,000	150,000	35,000	35,000	35,000	35,000
Total	**290,000**	**150,000**	**35,000**	**35,000**	**35,000**	**35,000**
Financing:						
Road Use Tax	290,000	150,000	35,000	35,000	35,000	35,000
Total	**290,000**	**150,000**	**35,000**	**35,000**	**35,000**	**35,000**

Program - Activity:	**Department:**	**Account Number:**
Transportation - Street Rehabilitation	Public Works	060-7731-439

Lincoln Way Bridge Replacement

Project Status: No Change

Description/Justification
This program provides funding for necessary repairs recommended by the Iowa Department of Transportation (IDOT) biennial bridge inspections report. The IDOT requires inspections for bridges within the City of Ames every two years.

Comments
An updated bridge inspection performed in 2024 determined the bridge sufficiency rating decreased to 61.6 out of 100 (from 80 in 2022). The rating dropped significantly because the superstructure rating (bridge beams) decreased from fair to poor. Updated estimates indicate that costs necessary for repairs have increased to $2,350,000 (extending the bridge life 15 years) and costs for full replacement are estimated at $4,920,000 (new bridge life of 75 years).

Comparing the estimated repair cost and dividing it by the added 15-year service life of the bridge gives a cost of $156,667 per service year. A similar calculation for replacement yields $65,600 per service year. This indicates that the cost per year to replace the bridge when analyzed over the life span of the structure is 58% less than the cost per year for repairs. To qualify for IDOT City Bridge Funding, any repairs must bring all portions of the bridge scoring in a poor condition up to current standards and have a remaining lifespan of at least 15 years. Once the bridge is repaired, it will not qualify for future state or federal funds for at least 10 years. Thus, staff is recommending full replacement of the bridge. The full replacement would also allow for upgrades to bicycle and pedestrian facilities on the bridge, bringing them up to current design standards.

The bridge will continue to be inspected biennially unless conditions warrant an accelerated inspection schedule. However, it should be noted the bridge is still safe for travel. Funding is included in FY 2028/29 to begin design and planning for the replacement of the existing bridge with anticipation that the replacement would be planned for FY 2029/30.

2028/29 Lincoln Way Bridge over Ioway Creek – Design Phase

2029/30 Lincoln Way Bridge over Ioway Creek – Construction Phase

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
Engineering		580,000			250,000	330,000	
Construction		4,920,000				4,920,000	
	Total	**5,500,000**			**250,000**	**5,250,000**	
Financing:							
G.O. Bonds		4,000,000			250,000	3,750,000	
Iowa DOT City Bridge Fund		1,500,000				1,500,000	
	Total	**5,500,000**			**250,000**	**5,250,000**	

Program - Activity: Transportation - Street Rehabilitation

Department: Public Works

Account Number:

Transportation - Transit

Project/Funding Source	Total	2026/27	2027/28	2028/29	2029/30	2030/31	Page
Project:							
Vehicle Replacement	17,750,897	4,100,241	3,573,104	3,641,687	2,292,291	4,143,574	136
CyRide Facility Improvements	4,061,096	796,096	830,000	800,000	800,000	835,000	137
Bus Stop Improvements	570,000	110,000	115,000	115,000	115,000	115,000	138
CyRide Shop/Office Equipment	457,000	147,400	77,400	77,400	77,400	77,400	139
CyRide Technology Improvements	450,000	125,000	125,000	100,000	50,000	50,000	140
Total Project Expenditures	**23,288,993**	**5,278,737**	**4,720,504**	**4,734,087**	**3,334,691**	**5,220,974**	
Funding Sources:							
City:							
Transit Capital Reserve	6,268,795	1,529,377	1,366,132	1,356,696	1,070,475	946,115	
Other:							
Federal/State Grants	17,020,198	3,749,360	3,354,372	3,377,391	2,264,216	4,274,859	
Total Funding Sources	**23,288,993**	**5,278,737**	**4,720,504**	**4,734,087**	**3,334,691**	**5,220,974**	

CyRide Vehicle Replacement and Rehabilitation

Project Status: Cost Change

Description/Justification

CyRide will replace buses in the fleet as grant funding opportunities arise to ensure vehicles remain in a state of good repair, as required by the Federal Transit Administration (FTA). New buses are expected to be funded with state-allocated capital funds awarded through a competitive statewide process. Vehicle replacements will be prioritized as funding becomes available to maintain safe, reliable service and compliance with asset management standards. CyRide will continue pursuing competitive grants to advance its Zero-Emission Roadmap, which supports up to 17 battery electric buses within existing facilities and routes. Administrative and support vehicles will also be replaced on a scheduled cycle to maintain efficient operations.

In total, these purchases are programmed as follows:

2026/27	Replace four 40’ buses ($2,773,661); replace one 40' bus with a battery electric bus ($1,276,580); replace one administrative vehicle ($50,000)
2027/28	Replace three 40’ buses ($2,182,695); replace one 40’ bus with a battery electric bus ($1,340,409); replace one administrative vehicle ($50,000)
2028/29	Replace three 40’ buses ($2,184,258); replace one 40’ bus with a battery electric bus ($1,407,429); replace one administrative vehicle ($50,000)
2029/30	Replace one 40’ bus ($764,491); replace one 40’ bus with a battery electric bus ($1,477,800); replace one administrative vehicle ($50,000)
2030/31	Replace five 40’ buses ($4,013,574); replace one shop truck ($80,000); replace one administrative vehicle ($50,000)

Comments
New buses are anticipated to be funded with 80–85% federal assistance, including Surface Transportation Block Grant (STBG) funds and/or Public Transit Management System (PTMS) funds awarded through the Iowa DOT.

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
Large Buses - 40' New		17,420,897	4,050,241	3,523,104	3,591,687	2,242,291	4,013,574
Administrative Vehicles		250,000	50,000	50,000	50,000	50,000	50,000
Shop Truck		80,000					80,000
	Total	**17,750,897**	**4,100,241**	**3,573,104**	**3,641,687**	**2,292,291**	**4,143,574**
Financing:							
Transit Fund		4,016,795	980,977	882,732	928,296	692,075	532,715
PTMS Funds		11,757,052	2,742,214	2,290,372	2,313,391	1,200,216	3,210,859
STBG Funds		1,977,050	377,050	400,000	400,000	400,000	400,000
	Total	**17,750,897**	**4,100,241**	**3,573,104**	**3,641,687**	**2,292,291**	**4,143,574**

Program - Activity:	**Department:**	**Account Number:**
Transportation - Transit	CyRide	552-1150-439
		552-1159-439

CyRide Facility Improvements

Project Status: Cost Change

Description/Justification
The CyRide facility is 40 years old, and major components of the building are nearing the end of their useful life. The facility currently houses more vehicles than it was originally designed for, increasing maintenance costs and underscoring the need to evaluate expansion options. This project will maintain the facility in a state of good repair, as required by the Federal Transit Administration (FTA).

2026/27	Steam cleaning in-ground hoist replacement project ($716,096); concrete replacement ($30,000); A&E services ($50,000)
2027/28	Fueling system upgrade ($750,000); concrete replacement ($30,000); A&E services ($50,000)
2028/29	Construct an addition onto the existing facility ($750,000); A&E services ($50,000)
2029/30	Construct an addition onto the existing facility ($750,000); A&E services ($50,000)
2030/31	Construct an addition onto the existing facility ($750,000); concrete replacement ($35,000); A&E services ($50,000)

Comments
The steam cleaning in-ground hoist replacement project will replace aging equipment and add two hoists capable of lifting 40’ and 60’ buses, improving safety and efficiency with grant funding support. The fueling system upgrade will enhance safety and support future fleet needs as additional grant funding becomes available. Concrete and A&E work support ongoing maintenance and future facility expansion; CyRide has reserved $3.7 million in local match for construction.

Location
CyRide, 601 North University Boulevard

	Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:						
Architectural/Engineering	250,000	50,000	50,000	50,000	50,000	50,000
Construction	3,811,096	746,096	780,000	750,000	750,000	785,000
Total	**4,061,096**	**796,096**	**830,000**	**800,000**	**800,000**	**835,000**
Financing:						
Transit Fund	1,095,000	230,000	230,000	200,000	200,000	235,000
State of Iowa - PTIG	2,966,096	566,096	600,000	600,000	600,000	600,000
Total	**4,061,096**	**796,096**	**830,000**	**800,000**	**800,000**	**835,000**

Program - Activity:	Department:	Account Number:
Transportation - Transit	CyRide	552-1150-439
		552-1159-439

Bus Stop Improvements

Project Status: No Change

Description/Justification
CyRide annually updates its Bus Stop Improvement Plan to ensure enhancements benefit the greatest number of riders. The plan incorporates Iowa DOT recommendations for state roadway stops that require coordination. Automatic Passenger Counters (APCs) are used to track passenger activity and identify which shelters and amenities to upgrade, ensuring targeted and effective improvements. Planned projects include upgrading five bus shelters, enhancing accessibility, and completing small concrete replacement projects funded locally to maintain and improve bus stop conditions.

Comments
Funding for shelter improvements is 80% federally funded through the Federal Transit Administration's Section 5310 program. Local funding supports concrete work to maintain safe, accessible bus stops and enhance the overall passenger experience.

Location
Various locations

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
Pads, Benches, Shelters		400,000	80,000	80,000	80,000	80,000	80,000
Concrete		170,000	30,000	35,000	35,000	35,000	35,000
	Total	**570,000**	**110,000**	**115,000**	**115,000**	**115,000**	**115,000**
Financing:							
Transit Fund		250,000	46,000	51,000	51,000	51,000	51,000
Federal 5310 Grants		320,000	64,000	64,000	64,000	64,000	64,000
	Total	**570,000**	**110,000**	**115,000**	**115,000**	**115,000**	**115,000**

Program - Activity:	**Department:**	**Account Number:**
Transportation - Transit	CyRide	552-1150-439
		552-1159-439

CyRide Shop and Office Equipment

Project Status: Cost Change

Description/Justification
The CyRide Maintenance Division relies on specialized equipment to ensure buses are properly maintained and compliant with Federal Transit Administration (FTA) regulations. CyRide budgets $50,000 annually for shop equipment, as expenditures in this category can be difficult to predict due to the long lifespans of some items, which can remain reliable for decades. The FY 2026/27 program includes the purchase of a 60-inch brake press to fabricate brackets and parts in-house for older vehicles where components have become obsolete, and an alignment machine rack to improve suspension alignment, reduce tire wear, and enhance the riding experience. The FY 2026/27 program also includes replacing two copiers for the Administration and Operations divisions to support essential day-to-day transit functions. CyRide also replaces computers, printers, and office furniture as needed to support daily administrative functions.

2026/27	Copiers ($10,000); 60-inch brake press ($25,000); alignment rack ($35,000); shop equipment ($50,000); replacement computers/office equipment ($27,400)
2027/28	Shop equipment; replacement computers/office equipment
2028/29	Shop equipment; replacement computers/office equipment
2029/30	Shop equipment; replacement computers/office equipment
2030/31	Shop equipment; replacement computers/office equipment

Location
CyRide, 601 North University Boulevard

	Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:						
Computers/ Office Equipment	147,000	37,400	27,400	27,400	27,400	27,400
Shop Equipment	310,000	110,000	50,000	50,000	50,000	50,000
Total	**457,000**	**147,400**	**77,400**	**77,400**	**77,400**	**77,400**
Financing:						
Transit Fund	457,000	147,400	77,400	77,400	77,400	77,400
Total	**457,000**	**147,400**	**77,400**	**77,400**	**77,400**	**77,400**

Program - Activity:	Department:	Account Number:
Transportation - Transit	CyRide	552-1159-439

CyRide Technology Improvements

Project Status: Cost Change

Description/Justification
Advancements in technology have significantly improved transit operations and passenger communication. CyRide will continue investing in bus technology and signage to enhance system efficiency and the rider experience, including for passengers with disabilities. Interior signs displaying upcoming stops will be expanded to additional vehicles, and real-time information monitors will be installed at key bus shelters to provide accurate arrival information and improve accessibility.

Comments
These technology upgrades will enhance passenger accessibility and the overall riding experience through real-time information and on-board displays. Interior infotainment systems and shelter monitors provide passengers with timely updates and improve system reliability, while integration with Transit, MyState, and Ames Ride apps gives users multiple ways to access real-time data and alerts.

Location
CyRide, 601 North University Boulevard

	Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:						
Bus Technology	400,000	100,000	100,000	100,000	50,000	50,000
Bus Shelter Technology Improvements	25,000		25,000			
Infotainment Signage	25,000	25,000				
Total	**450,000**	**125,000**	**125,000**	**100,000**	**50,000**	**50,000**
Financing:						
Transit Fund	450,000	125,000	125,000	100,000	50,000	50,000
Total	**450,000**	**125,000**	**125,000**	**100,000**	**50,000**	**50,000**

Program - Activity:	**Department:**	**Account Number:**
Transportation - Transit	CyRide	552-1159-439

Transportation - Airport

Project/Funding Source	Total	2026/27	2027/28	2028/29	2029/30	2030/31	Page
Project:							
Airside Improvements	27,327,500	16,440,000	-	4,462,500	5,225,000	1,200,000	142
Airport Facility Improvements	941,666	525,000	416,666	-	-	-	143
Airport Entryway Improvements	1,275,000	700,000	-	575,000	-	-	144
Total Project Expenditures	**29,544,166**	**17,665,000**	**416,666**	**5,037,500**	**5,225,000**	**1,200,000**	
Funding Sources:							
Debt:							
G.O. Bonds	3,084,250	763,250	-	1,008,500	512,500	800,000	
G.O. Bonds (previously issued)	1,075,000	1,075,000	-	-	-	-	
Total Debt Funding	4,159,250	1,838,250	-	1,008,500	512,500	800,000	
City:							
Airport Improvements Fund	454,166	67,500	266,666	60,000	60,000	-	
Other:							
Federal/State Grants	24,930,750	15,759,250	150,000	3,969,000	4,652,500	400,000	
Total Funding Sources	**29,544,166**	**17,665,000**	**416,666**	**5,037,500**	**5,225,000**	**1,200,000**	

Airport Airside Improvements

Project Status: Scope Change Cost Change

Description/Justification

This program involves enhancing the airport's operational surfaces by resurfacing and expanding runways, taxiways, and aprons, along with installing updated lighting and signage for safety and standard compliance. It aligns with the Federal Aviation Administration (FAA) guidelines, focusing on safe, efficient design and layout of airport facilities. Furthermore, it meets the FAA's Airport Improvement Program criteria for funding, addressing key improvements in airport infrastructure safety, capacity, security, and environmental aspects.

Comments

Project selection for this program is guided by the Airport Master Plan, which is developed in consultation with City staff and the FAA. These collaborative evaluations focus on assessing the current and future needs of the airport facilities. This ensures that the chosen projects align with both local priorities and federal funding eligibility criteria. Grant funds are awarded based on a national scoring system applied to all General Aviation airport projects submitted during the applicable funding cycle.

2026/27	Reconstruct Runway 01/19 – construction (south portion) ($14,416,750 Federal, $1,598,250 G.O. Bonds) Replace decommissioned FAA approach indicator lights on Runway 13/31 ($382,500 Federal, $42,500 Airport Improvement Fund)
2027/28	No projects
2028/29	Runway 13/31 pavement rehabilitation ($567,000 Federal, $60,000 Airport Improvement Fund, $3,000 G.O. Bonds) Taxiway A pavement rehabilitation ($2,457,000 Federal, $273,000 G.O. Bonds) Taxiway A concrete pavement rehabilitation ($567,000 Federal, $63,000 G.O. Bonds) Reconstruct Runway 13/31 lighting ($378,000 State, $94,500 G.O. Bonds)
2029/30	Taxiway B pavement rehabilitation, reconstruction, or realignment ($4,252,500 Federal, $472,500 G.O. Bonds) Taxiway B lighting ($400,000 State, $60,000 Airport Improvement Fund, $40,000 G.O. Bonds)
2030/31	East Hangar Apron (Phase 1) ($400,000 State, $800,000 G.O. Bonds)

	Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:						
Engineering	4,645,700	2,794,800		758,600	888,300	204,000
Construction	22,681,800	13,645,200		3,703,900	4,336,700	996,000
Total	**27,327,500**	**16,440,000**		**4,462,500**	**5,225,000**	**1,200,000**
Financing:						
G.O. Bonds	2,369,250	623,250		433,500	512,500	800,000
G.O. Bonds (previously issued)	975,000	975,000				
Airport Improvements Fund	162,500	42,500		60,000	60,000	
State Grants	1,178,000			378,000	400,000	400,000
Federal Grants	22,642,750	14,799,250		3,591,000	4,252,500	
Total	**27,327,500**	**16,440,000**		**4,462,500**	**5,225,000**	**1,200,000**

Program - Activity:	Department:	Account Number:	
Transportation - Airport	Public Works	385-7082-439	502-7082-439
		387-7082-439	502-7085-439

Airport Facility Improvements

Project Status: Scope Change Cost Change

Description/Justification
This program focuses on upgrading airport facilities, including building enhancements, stormwater basin improvements, and fuel farm modernization for safety and storage. These improvements, aimed at boosting infrastructure resilience and minimizing environmental impacts, align with the Federal Aviation Administration's (FAA) Airport Improvement Program.

Comments
The following projects enhance airport safety, operational capacity, and emergency readiness. The AvGas Fuel Farm replacement is anticipated to occur concurrently with Jet Fuel system work; if separated, a higher local share may be required. The generator project provides emergency backup power for the terminal and vault in support of the airport's role as the county's emergency gathering and operations base.

The Part 139 Operations Manual development is a requirement of the FAA due to the growth in airside traffic at the airport. When an airport begins scheduled commercial service or has unscheduled commercial service involving aircraft with more than 30 passengers, additional stipulations contained in Title of 14 of the Code of Federal Regulations (CFR) Part 139 regarding operational activities take effect. The airport is seeing an increase in unscheduled commercial air carrier activity and is planning for the implementation of Part 139 regulations.

2026/27 Fuel Farm replacement – AvGas tank ($400,000 State, $25,000 Airport Improvements Fund, $100,000 G.O. Bonds)

2027/28 Backup generator for critical Airport facilities ($250,000 Airport Improvements Fund)
Initial Part 139 operations manual ($150,000 Federal, $16,666 Airport Improvements Fund)

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
Engineering		145,000	75,000	70,000			
Construction		796,666	450,000	346,666			
	Total	**941,666**	**525,000**	**416,666**			
Financing:							
G.O. Bonds (previously issued)		100,000	100,000				
Airport Improvements Fund		291,666	25,000	266,666			
State Grants		400,000	400,000				
Federal Grants		150,000		150,000			
	Total	**941,666**	**525,000**	**416,666**			

Program - Activity:	**Department:**	**Account Number:**
Transportation - Airport	Public Works	385-7086-439
		502-7086-439

Airport Entryway Improvements

Project Status: Cost Change

Description/Justification
This program includes enhancing airport access by reconstructing the main entry road and upgrading signage to improve traffic flow efficiency. This aligns with the FAA's Airport Improvement Program (AIP), which, although primarily concentrated on airside and specific facilities, underscores the significance of overall airport functionality, particularly in terms of accessibility and operational efficiency.

Comments
The program's projects include the main access road improvement, expanding paved parking, and enhancing the central entryway landscaping. This program aligns with the Airport Master Plan goals and adheres to FAA best practices. Cost estimates were updated to reflect current construction expenses.

2026/27 Airport parking expansion (southern half)

2028/29 Airport parking expansion (northern half)

Location
2520 Airport Drive

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
Engineering		222,000	130,000		92,000		
Construction		1,053,000	570,000		483,000		
	Total	**1,275,000**	**700,000**		**575,000**		
Financing:							
G.O. Bonds		715,000	140,000		575,000		
Federal Grants		560,000	560,000				
	Total	**1,275,000**	**700,000**		**575,000**		

Program - Activity:	**Department:**	**Account Number:**
Transportation - Airport	Public Works	387-7087-439
		502-7087-439

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CULTURE & RECREATION

CITY OF ames™

Culture and Recreation

	Total	2026/27	2027/28	2028/29	2029/30	2030/31	Page
Expenditures:							
Parks and Recreation	8,317,940	3,543,500	1,107,380	894,280	986,780	1,786,000	148
Cemetery	75,000	-	75,000	-	-	-	160
Total Expenditures	**8,392,940**	**3,543,500**	**1,182,380**	**894,280**	**986,780**	**1,786,000**	
Funding Sources:							
Debt:							
G.O. Bonds	700,000	-	-	-	-	700,000	
G.O. Bonds (previously issued)	585,000	585,000	-	-	-	-	
Total Debt Funding	1,285,000	585,000	-	-	-	700,000	
City:							
Local Option Sales Tax	4,709,940	873,500	869,380	894,280	986,780	1,086,000	
Geitel Winakor Fund	1,100,000	1,100,000	-	-	-	-	
Council Priorities Fund	57,500	57,500	-	-	-	-	
Daley Park Donation Fund	43,000	-	43,000	-	-	-	
Ice Arena Capital Reserve	120,000	100,000	20,000	-	-	-	
Homewood Golf Course Fund	300,000	300,000	-	-	-	-	
Total City Funding	6,330,440	2,431,000	932,380	894,280	986,780	1,086,000	
Other:							
Grant Funds	777,500	527,500	250,000	-	-	-	
Total Funding Sources	**8,392,940**	**3,543,500**	**1,182,380**	**894,280**	**986,780**	**1,786,000**	

Culture and Recreation - Parks and Recreation

City of Ames, Iowa
Capital Improvements Plan

Project/Funding Source	Total	2026/27	2027/28	2028/29	2029/30	2030/31	Page
Project:							
Ontario Park Development	1,300,000	1,300,000	-	-	-	-	149
Park System/Facility Improvements	2,169,320	407,020	518,400	150,000	518,900	575,000	150
Playground Equipment Improvements	1,458,620	166,480	168,980	544,280	367,880	211,000	151
Fitch Family Indoor Aquatic Center Solar	700,000	700,000	-	-	-	-	152
Moore Memorial Park	400,000	400,000	-	-	-	-	153
ADA Transition Plan Improvements	500,000	100,000	100,000	100,000	100,000	100,000	154
Homewood Golf Course	300,000	300,000	-	-	-	-	155
Downtown Plaza Solar	70,000	70,000	-	-	-	-	156
Ames/ISU Ice Arena	120,000	100,000	20,000	-	-	-	157
Ada Hayden Heritage Park	1,000,000	-	300,000	-	-	700,000	158
Furman Aquatic Center	300,000	-	-	100,000	-	200,000	159
Total Project Expenditures	**8,317,940**	**3,543,500**	**1,107,380**	**894,280**	**986,780**	**1,786,000**	
Funding Sources:							
Debt:							
G.O. Bonds	700,000	-	-	-	-	700,000	
G.O. Bonds (previously issued)	585,000	585,000	-	-	-	-	
Total Debt Funding	1,285,000	585,000	-	-	-	700,000	
City:							
Local Option Sales Tax	4,634,940	873,500	794,380	894,280	986,780	1,086,000	
Geitel Winakor Fund	1,100,000	1,100,000	-	-	-	-	
Council Priorities Fund	57,500	57,500	-	-	-	-	
Daley Park Donataion Fund	43,000	-	43,000	-	-	-	
Ice Arena Capital Reserve	120,000	100,000	20,000	-	-	-	
Homewood Golf Course Fund	300,000	300,000	-	-	-	-	
Total City Funding	6,255,440	2,431,000	857,380	894,280	986,780	1,086,000	
Other:							
Grant Funds	777,500	527,500	250,000	-	-	-	
Total Funding Sources	**8,317,940**	**3,543,500**	**1,107,380**	**894,280**	**986,780**	**1,786,000**	

Ontario Park Development

Project Status: New

Description/Justification
The City purchased approximately 50 acres of land in 2023 to be developed into a community park. A Resource Enhancement and Protection (REAP) grant in the amount of $200,000, as well as a Land and Water Conservation Fund (LWCF) grant for $175,000 was awarded to the City for the land purchase. As a component of the LWCF grant, the park needs to be open for public use by September 2026. However, an extension can be requested. A request for proposals to develop a master plan for the new park was distributed in November 2025 and a contract was awarded in January 2026.

A master plan is currently being developed, and it is anticipated the park will be developed in phases. Phase one will include several improvements to the north end of the park, such as demolition of the existing buildings, installation of parking, a bridge over Clear Creek, a trail from the parking lot to the bridge, and the addition of a shelter/restroom. Funding for this initial phase will come from a $200,000 REAP grant and $1,100,000 from the Geitel Winakor Fund.

Comments

2023/24	1,146,484	Land purchase
2025/26	131,348	Park masterplan and preliminary expenses
2026/27	1,300,000	Park development - phase 1
	2,577,832	

Location
5658 Ontario Street, Ames, IA 50014

	Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:						
Construction	1,300,000	1,300,000				
Total	**1,300,000**	**1,300,000**				
Financing:						
Geitel Winakor Fund	1,100,000	1,100,000				
Resource Enhancement and Protection Grant	200,000	200,000				
Total	**1,300,000**	**1,300,000**				

Program - Activity:	Department:	Account Number:
Culture and Recreation - Parks and Recreation	Parks and Recreation	112-5391-459
		341-5391-459

Park System/Facility Improvements

Project Status: Schedule Change Cost Change

Description/Justification
To maintain City parks in a safe and quality manner, the projects listed below address maintenance issues and improvements at various locations.

Comments
The schedule change and cost change noted in Project Status are the result of staff reprioritization of Park System/Facility Improvement projects.

2026/27	North River Valley Park parking near soccer fields ($373,520) Tom Evans Plaza upgrades ($33,500)
2027/28	River Valley Park canoe/kayak access renovation ($50,000) South 16th Street canoe/kayak access renovation ($50,000) Brookside Park baseball field light pole removal ($100,000) Parking lot improvements at various locations ($198,400) Community Center weight and cardio room floor replacement ($40,000) Daley Park Shelter roof replacement ($80,000)
2028/29	North River Valley Park restroom renovation ($150,000)
2029/30	North River Valley Park Cottonwood Shelter parking ($206,500) River Valley Park Cottonwood Shelter replacement ($125,400) Replace drinking fountains in park system ($75,000) Auditorium house lighting replacement ($32,000) Gateway furnaces and AC replacement ($80,000)
2030/31	Parks and Recreation Administration Office roof replacement ($75,000) Inis Grove Park tennis and basketball courts total reconstruction ($500,000)

Location
Various

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
Engineering							
Construction		2,169,320	407,020	518,400	150,000	518,900	575,000
	Total	**2,169,320**	**407,020**	**518,400**	**150,000**	**518,900**	**575,000**
Financing:							
Local Option Sales Tax		2,076,320	407,020	425,400	150,000	518,900	575,000
Daley Park Donation Fund		43,000		43,000			
Grants		50,000		50,000			
	Total	**2,169,320**	**407,020**	**518,400**	**150,000**	**518,900**	**575,000**

Program - Activity:	Department:	Account Number:
Culture and Recreation - Parks and Recreation	Parks and Recreation	030-5366-459 030-5392-459

Playground Equipment Improvements

Project Status: Schedule Change Cost Change

Description/Justification
Over the past 25 years, the City has replaced old play equipment throughout the park system. The life expectancy of play equipment is 20 to 25 years. Therefore, it is necessary to begin replacement of playground equipment that was installed at the beginning of this cycle. This program includes a systematic plan to continue replacing playground equipment on this cycle.

Comments
The cost change noted in the project status is a result of the schedule changes associated with the equipment improvements.

2026/27	O'Neil Park, ages 2-5 ($74,700) O'Neil Park, ages 5-12 ($91,780)
2027/28	Old Town Park ($77,200) Emma McCarthy Lee Park, adjacent to Butternut Shelter ($91,780)
2028/29	Moore Memorial Park, ages 2-5 and ages 5-12 ($300,000) Gateway Hills Park ($77,400) Franklin Park ($74,900) Miracle Park, a section of surfacing ($91,980)
2029/30	McCarthy Lee North Park ($102,100) Hutchison Park ($99,000) North River Valley Park, adjacent to Cottonwood Shelter ($91,780) Miracle Park, a section of surfacing ($75,000)
2030/31	Tahira and Labh Hira Park ($106,000) Parkview South Park ($105,000)

Location
Various

	Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:						
Construction	1,458,620	166,480	168,980	544,280	367,880	211,000
Total	**1,458,620**	**166,480**	**168,980**	**544,280**	**367,880**	**211,000**
Financing:						
Local Option Sales Tax	1,458,620	166,480	168,980	544,280	367,880	211,000
Total	**1,458,620**	**166,480**	**168,980**	**544,280**	**367,880**	**211,000**

Program - Activity: Culture and Recreation - Parks and Recreation
Department: Parks and Recreation
Account Number: 030-5360-459

Fitch Family Indoor Aquatic Center Solar

Project Status: New

Description/Justification
Solar panels will be added to the roof of the Fitch Family Indoor Aquatic Center to help reduce carbon emissions and operating costs. The solar array is estimated to annually produce 346,061 kilowatt hours, which will correlate to a reduction in electricity cost of $22,944. It is estimated a rebate from Ames Electric would be $115,000. Currently, there is a 30% Federal Tax Credit the City could apply for, but it is uncertain if it will continue to be available.

Comments
2026/27 Add solar panels to roof of Fitch Family Indoor Aquatic Center

Location
115 North Elm Street

	Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:						
Construction	700,000	700,000				
Total	**700,000**	**700,000**				
Financing:						
G.O. Bonds (previously issued)	585,000	585,000				
Ames Electric Rebates	115,000	115,000				
Total	**700,000**	**700,000**				

Program - Activity:	**Department:**	**Account Number:**
Culture and Recreation - Parks and Recreation	Parks and Recreation	113-5319-459
		385-5319-459

Moore Memorial Park

Project Status: Cost Change

Description/Justification
Moore Memorial Park covers 90 acres with 50 located east of Ioway Creek and 40 west of the creek. The upper 50-acre parcel was developed into a community park in 1991. Until 2022, the 40-acre parcel had been leased to Iowa State University (ISU) as an agricultural research plot for $3,000 per year. The University farmed this land for the final time in 2021. Parks and Recreation staff has worked with Water and Pollution Control and Public Works staff to retire this land and install nutrient reduction and water quality practices.

In response to community input to connect parks via hard surface trails, a pedestrian bridge will link these two parcels of City property. The plan is to then have a trail from Moore Memorial Park along Scholl Road to Ontario Street. This improvement is viable because ISU owns the land adjacent to the City's 40-acre parcel. This project is conditioned on ISU allowing public access through its parcel, so that several miles of recreational trails would be linked together. Staff will continue to meet with ISU officials to acquire the necessary easements to bring this project to fruition.

Comments

2025/26	75,000	Engineer/design
2026/27	400,000	Construction
	475,000	

Location
Moore Memorial Park, 3050 Northridge Parkway

	Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:						
Construction	400,000	400,000				
Total	**400,000**	**400,000**				
Financing:						
Local Option Sales Tax	200,000	200,000				
Resource Enhancement & Protection Grant	200,000	200,000				
Total	**400,000**	**400,000**				

Program - Activity:	Department:	Account Number:
Culture and Recreation - Parks and Recreation	Parks and Recreation	030-5380-459 112-5380-459

ADA Transition Plan Improvements

Project Status: No Change

Description/Justification
To better understand how the Parks and Recreation facilities can serve Ames' differently abled residents and comply with the 2010 Americans with Disabilities Act (ADA) Standards for Accessible Design, an inventory and assessment of the park system and facilities was completed in FY 2022/23. With the information gathered from the inventory and assessment, a transition plan is being developed to help achieve both of those goals.

In anticipation of items needing to be addressed, funding is reflected in each year of the CIP. These are estimates since costs will not be known until the implementation plan is finalized.

Comments
Actual transition plan items will be determined based on the transition plan. However, several items have been accomplished or are planned for FY 2026/27. The FY 2026/27 improvements include exterior signage, ADA compliant drinking fountains in the park system, adding ADA parking stalls, and replacing/adding concrete as needed.

Location
Various

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
Construction		500,000	100,000	100,000	100,000	100,000	100,000
	Total	**500,000**	**100,000**	**100,000**	**100,000**	**100,000**	**100,000**
Financing:							
Local Option Sales Tax		500,000	100,000	100,000	100,000	100,000	100,000
	Total	**500,000**	**100,000**	**100,000**	**100,000**	**100,000**	**100,000**

Program - Activity:	Department:	Account Number:
Culture and Recreation - Parks and Recreation	Parks and Recreation	030-5351-459

Homewood Golf Course

Project Status: New

Description/Justification
Since the addition of the clubhouse in 2020, the subsequent rentals that followed, and the high golf course usage, there is inadequate parking to accommodate all users. The goal is to add 30-40 parking spaces and finance this improvement through the Homewood Fund balance.

Comments
2026/27 Replace a portion of the existing asphalt parking with concrete and add more parking ($300,000)

Location
Homewood Golf Course, 401 East 20th Street

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
Construction		300,000	300,000				
	Total	**300,000**	**300,000**				
Financing:							
Homewood Fund		300,000	300,000				
	Total	**300,000**	**300,000**				

Program - Activity:	**Department:**	**Account Number:**
Culture and Recreation - Parks and Recreation	Parks and Recreation	580-5345-459

Downtown Plaza Solar

Project Status: New

Description/Justification
Solar panels will be added to the roof of the Downtown Plaza building to help reduce carbon emissions and operating costs. The solar array is estimated to annually produce 37,428 kilowatt hours, which will correlate to a reduction in electricity cost of $4,004. It is estimated a rebate from Ames Electric would be $115,000. Currently there is a 30% Federal Tax Credit the City could apply for, but it is uncertain if it will continue to be available.

Comments
2026/27 Add solar panels to the roof of the Downtown Plaza building

Location
The plaza east of City Hall at 515 Clark Avenue.

	Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:						
Construction	70,000	70,000				
Total	**70,000**	**70,000**				
Financing:						
Council Priorities Fund	57,500	57,500				
Ames Electric Utility Rebates	12,500	12,500				
Total	**70,000**	**70,000**				

Program - Activity:	Department:	Account Number:
Culture and Recreation - Parks and Recreation	Parks and Recreation	113-5390-459
		344-5390-459

Ames/ISU Ice Arena

Project Status: No Change

Description/Justification
The Ames/ISU Ice Arena is over 24 years old. In order to continue providing a quality experience and well-maintained facility for ice users, the ice-making, HVAC, and other unique equipment components need to be periodically reconstructed, replaced, or repaired.

Comments
Funding for capital improvement projects is provided through the Ice Arena Capital Reserve Fund. Every year, the City and Iowa State University each contribute $40,000 to this fund to ensure the facility is well-maintained.

2026/27 Ice-making system compressor #1 complete overhaul

2027/28 Ice-making system compressor #2 top-end overhaul

Location
Ames/ISU Ice Arena, 1507 Gateway Hills Park Drive

	Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:						
Construction	120,000	100,000	20,000			
Total	**120,000**	**100,000**	**20,000**			
Financing:						
Ice Arena Capital Reserve Fund	120,000	100,000	20,000			
Total	**120,000**	**100,000**	**20,000**			

Program - Activity: Culture and Recreation - Parks and Recreation

Department: Parks and Recreation

Account Number: 571-5333-459

Ada Hayden Heritage Park

Project Status: Cost Change

Description/Justification
Ada Hayden Heritage Park is the crown jewel of the Ames park system. To keep it maintained and install new features, two projects have been identified.

The pond is located in the northwest section of the park north of the Upland Trail. It is an excellent location for creating a child-friendly fishing location. Dredging the pond and adding a fishing dock, a solar operated aerator, a path around the pond, and a new outlet structure are all components of this project for FY 2027/28.

The north parking lot is the main lot for the park, and it gets a lot of use. The average life span of an asphalt parking lot is 20-30 years and varies based on use, climate, original construction, etc. In FY 2030/31, the lot will be approximately 27 years old, and it is already showing signs of deterioration. The goal is to replace the asphalt with concrete that has a lifespan of 30-40 years.

Comments

2027/28	Pond renovation ($300,000)
2030/31	Replace north parking lot ($700,000)

Location
Ada Hayden Heritage Park, 5205 Grand Avenue

	Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:						
Construction	1,000,000		300,000			700,000
Total	**1,000,000**		**300,000**			**700,000**
Financing:						
G.O. Bonds	700,000					700,000
Local Option Sales Tax	100,000		100,000			
Resource Enhancement & Protection Grant	200,000		200,000			
Total	**1,000,000**		**300,000**			**700,000**

Program - Activity:
Culture and Recreation - Parks and Recreation

Department:
Parks and Recreation

Account Number:

Furman Aquatic Center

Project Status: Cost Change

Description/Justification
This facility opened in May 2010. It has been operational for fifteen seasons, with an average of over 89,000 visitors per summer. To ensure it remains a quality facility, structural and electrical issues are identified and addressed in a systematic manner.

The current light fixtures on the deck poles at times allow water to accumulate inside the fixture, which must be drained. Replacement with LED lamps and updated fixtures will reduce maintenance and energy consumption.

The pool basins need to be painted every seven years, and they were last done in 2023.

Comments

2028/29	Replace the light fixtures on the pool deck poles ($100,000)
2030/31	Paint the pool basins ($200,000)

Location
Furman Aquatic Center, 1635 13th Street

	Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:						
Construction	300,000			100,000		200,000
Total	**300,000**			**100,000**		**200,000**
Financing:						
Local Option Sales Tax	300,000			100,000		200,000
Total	**300,000**			**100,000**		**200,000**

Program - Activity: Culture and Recreation - Parks and Recreation
Department: Parks and Recreation
Account Number:

Culture and Recreation - Cemetery

Project/Funding Source	Total	2026/27	2027/28	2028/29	2029/30	2030/31	Page
Project:							
Cemetery Improvements	75,000	-	75,000	-	-	-	161
Total Project Expenditures	**75,000**	**-**	**75,000**	**-**	**-**	**-**	
Funding Sources:							
City:							
Local Option Sales Tax	75,000	-	75,000	-	-	-	
Total Funding Sources	**75,000**	**-**	**75,000**	**-**	**-**	**-**	

Cemetery Improvements

Project Status: No Change

Description/Justification
The purpose of this annual program is to honor the memory of those buried in the City's two active cemeteries and to provide peaceful, well-maintained locations for those who visit. This program identifies and provides funding for improvements at the Ames Municipal Cemetery and the Ontario Cemetery.

Cremation burials have surpassed traditional burials, and this trend is forecasted to continue. Purchasing three additional columbaria will position the City to be able to meet this demand. In anticipation of this expansion, the concrete pads for these columbaria were installed in 2022.

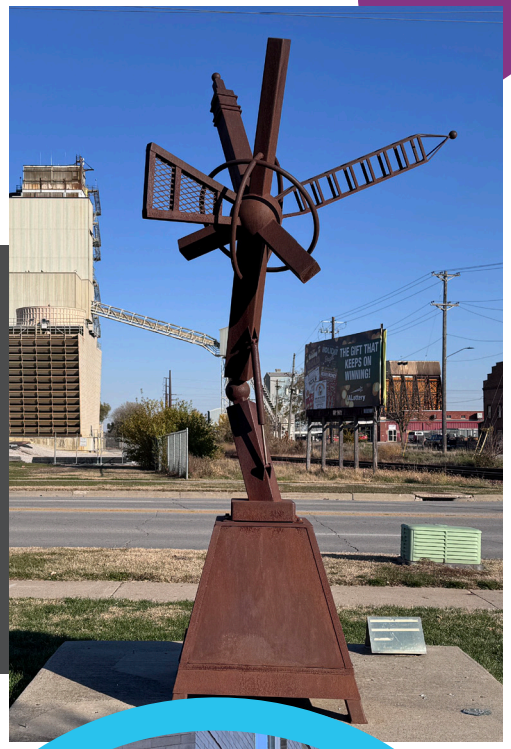
Comments
2027/28 Purchase three columbaria

Location
Ames Municipal Cemetery, 310 East Ninth Street

	Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:						
Construction	75,000		75,000			
Total	**75,000**		**75,000**			
Financing:						
Local Option Sales Tax	75,000		75,000			
Total	**75,000**		**75,000**			

Program - Activity: Culture and Recreation - Parks and Recreation
Department: Parks and Recreation
Account Number:

COMMUNITY DEVELOPMENT



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Community Development

	Total	2026/27	2027/28	2028/29	2029/30	2030/31	Page
Expenditures:							
Neighborhood Improvements	875,000	175,000	175,000	175,000	175,000	175,000	164
Total Expenditures	**875,000**	**175,000**	**175,000**	**175,000**	**175,000**	**175,000**	
Funding Sources:							
City:							
Local Option Sales Tax	875,000	175,000	175,000	175,000	175,000	175,000	
Total Funding Sources	**875,000**	**175,000**	**175,000**	**175,000**	**175,000**	**175,000**	

Community Development - Neighborhood Improvements

City of Ames, Iowa
Capital Improvements Plan

Project/Funding Source	Total	2026/27	2027/28	2028/29	2029/30	2030/31	Page
Project:							
Downtown Façade Program	375,000	75,000	75,000	75,000	75,000	75,000	165
Campustown Façade Grant Program	250,000	50,000	50,000	50,000	50,000	50,000	166
Neighborhood Improvement Program	250,000	50,000	50,000	50,000	50,000	50,000	167
Total Project Expenditures	**875,000**	**175,000**	**175,000**	**175,000**	**175,000**	**175,000**	
Funding Sources:							
City:							
Local Option Sales Tax	875,000	175,000	175,000	175,000	175,000	175,000	
Total Funding Sources	**875,000**	**175,000**	**175,000**	**175,000**	**175,000**	**175,000**	

Downtown Façade Improvement Program

Project Status: No Change

Description/Justification
This project was introduced in FY 2001/02 to facilitate private improvements to the façades of buildings in the Downtown area. For three years, the City did not receive any requests for these funds.

Downtown Design Guidelines were approved by the City Council in 2001 to ensure that financial assistance for façade improvements is consistent with the historical character of Downtown. The program initially started with loans but was altered by the City Council to be a grant program. To qualify for these funds, improvements must be made to at least one of the following exterior elements: upper façades, storefronts, transoms, display windows, kick plates, entrances, signs, or awnings/canopies. In FY 2011/12, the City Council expanded the program guidelines and implemented a review and award period in the spring of each year. Additionally, to aid in comparing applications, the City Council also established a scoring process to prioritize awarding grants. In 2023 Historic Building Rehabilitation grant eligibility was added. In 2024 the City Council added Historic Building Maintenance grant eligibility.

Under this program, the City provides grant funds to be matched dollar for dollar up to $23,000 per façade award. In addition, a $2,000 grant is available to subsidize the cost of architectural services. The façade program eligibility was expanded in FY 2024/25 to include eligibility for certain building maintenance needs and for historic preservation grants. Since 2001, program awards have been made to 66 business or property owners through December 2025; 59 were accepted for a total of approximately $783,000 of grant funding that has been expensed. FY 2026/27 will begin with a new $75,000 allocation.

Location
Downtown Ames

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
Incentives (Loans or Grants)		375,000	75,000	75,000	75,000	75,000	75,000
	Total	**375,000**	**75,000**	**75,000**	**75,000**	**75,000**	**75,000**
Financing:							
Local Option Sales Tax		375,000	75,000	75,000	75,000	75,000	75,000
	Total	**375,000**	**75,000**	**75,000**	**75,000**	**75,000**	**75,000**

Program - Activity:	**Department:**	**Account Number:**
Community Development - Downtown Façade Improvement Program	Planning & Housing	030-1030-469

Campustown Façade Improvement Program

Project Status: No Change

Description/Justification

The purpose of the Campustown Façade Improvement Program is to improve the Campustown commercial district by providing financial incentives to enhance the appearance and use of existing buildings with commercial use. The program design is to encourage and maintain the eclectic culture and 'uniqueness' of Campustown; to increase safety, security, and investments by property and business owners; and to add to the vitality of Campustown.

This program seeks to encourage the creation of a place that is walkable, transparent, eclectic, sustainable, social, and historic. Beginning in FY 2014/15, the first step in the process was to hire a consultant to assist the City in the development of a "Vision Statement," prepare an "Idea Book," review design ideas and guidelines, help applicants wanting to apply for the program, determine costs and feasibility, and conduct workshops and working meetings with applicants and City staff.

Under this program, the City provides up to $23,000 in grant funds to be matched dollar for dollar per project. In addition, a $2,000 grant is available to subsidize architectural costs. Through December 2024 the program has awarded seven grants to Campustown businesses and has expensed a total of $122,580 on these seven projects. FY 2026/27 will begin with a new $50,000 allocation.

Comments
This program will address the City Council's goal of revitalizing Campustown. Although there are annual inquiries about the program, interest has waned in recent years for new applications. City Council amended the program in 2022 to allow for applications on a rolling basis instead of annually.

Location
Campustown Ames

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
Incentives (Loans or Grants)		250,000	50,000	50,000	50,000	50,000	50,000
	Total	**250,000**	**50,000**	**50,000**	**50,000**	**50,000**	**50,000**
Financing:							
Local Option Sales Tax		250,000	50,000	50,000	50,000	50,000	50,000
	Total	**250,000**	**50,000**	**50,000**	**50,000**	**50,000**	**50,000**

Program - Activity:	**Department:**	**Account Number:**
Community Development - Campustown Façade Improvement Program	Planning & Housing	030-1031-469

Neighborhood Improvement Program

Project Status: No Change

Description/Justification

The Neighborhood Improvement Program was originally designed to enhance the appearance of City neighborhoods with the addition of permanent physical improvements and to promote a greater sense of community through resident participation in neighborhood projects. The program focused solely on providing City grants to help residents accomplish those projects that they themselves identified as top priorities for their neighborhoods.

Competitive proposals are solicited from neighborhood groups and are rated by a review panel consisting of City staff and citizens, according to the following criteria approved by the City Council: public impact, neighborhood participation, safety, environment, housing, and public space. Neighborhood residents are expected to provide a local match to these grants on a dollar-for-dollar basis in the form of labor, materials, and/or cash.

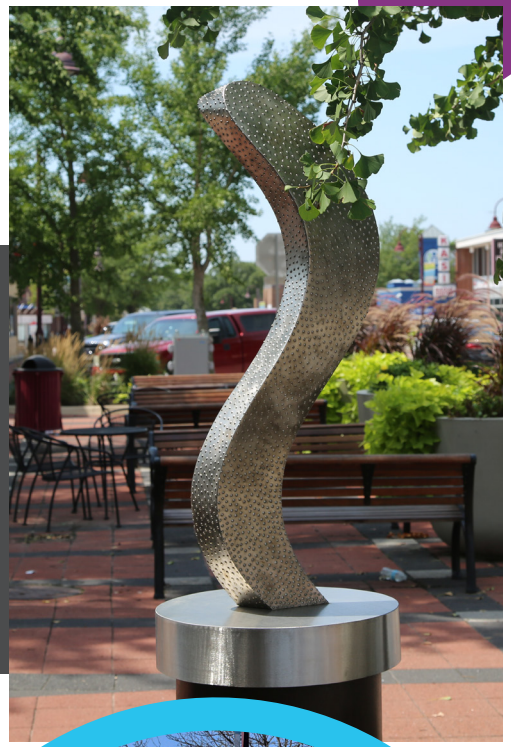
The program was initiated in FY 1996/97. Since that time, 126 neighborhood projects have been funded by the City, totaling $380,536.91. The City Council last awarded a grant in 2022 for $1,616.30. Projects have included cul-de-sac, right-of-way and median landscaping; playground construction and/or restoration; alleyway beautification; street trees; pond renovation; installation of rain gardens, historic house plaques and medallions; prairie restoration; construction of a neighborhood message center; construction of a shelter house in a City park; park sidewalks; neighborhood basketball courts; landscaping of neighborhood entryways; installation of neighborhood barbecue grills; renovating “DZ Triangle”; Monarch butterfly habitat restoration; concrete ping pong tables in a City park, neighborhood cleanup days, and playground equipment in a new neighborhood park. Funds from this program also support neighborhood newsletter grants, which recently have been utilized solely by the Old Town Neighborhood Association.

The City is committed to creating great neighborhoods with a sense of community. To complement this initiative, eligibility for these funds has been expanded beyond the original intent of the Neighborhood Improvement Grant Program to include such projects as sub-area planning elements and other support programs for neighborhood associations. In addition, the application period is now open-ended with the requirement that the funds be expended within one year of City Council approval.

	Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:						
Construction	250,000	50,000	50,000	50,000	50,000	50,000
Total	**250,000**	**50,000**	**50,000**	**50,000**	**50,000**	**50,000**
Financing:						
Local Option Sales Tax	250,000	50,000	50,000	50,000	50,000	50,000
Total	**250,000**	**50,000**	**50,000**	**50,000**	**50,000**	**50,000**

Program - Activity:	**Department:**	**Account Number:**
Community Development - Neighborhood Improvements	Planning and Housing	030-1032-469

GENERAL GOVERNMENT



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General Government

	Total	2026/27	2027/28	2028/29	2029/30	2030/31	Page
Expenditures:							
Facilities	440,000	90,000	125,000	75,000	75,000	75,000	170
Total Expenditures	**440,000**	**90,000**	**125,000**	**75,000**	**75,000**	**75,000**	
Funding Sources:							
City:							
Local Option Sales Tax	440,000	90,000	125,000	75,000	75,000	75,000	
Total Funding Sources	**440,000**	**90,000**	**125,000**	**75,000**	**75,000**	**75,000**	

General Government - Facilities

Project/Funding Source	Total	2026/27	2027/28	2028/29	2029/30	2030/31	Page
Project:							
City Hall Improvements	440,000	90,000	125,000	75,000	75,000	75,000	171
Total Project Expenditures	**440,000**	**90,000**	**125,000**	**75,000**	**75,000**	**75,000**	
Funding Sources:							
City:							
Local Option Sales Tax	440,000	90,000	125,000	75,000	75,000	75,000	
Total Funding Sources	**440,000**	**90,000**	**125,000**	**75,000**	**75,000**	**75,000**	

City Hall Improvements

Project Status: No Change

Description/Justification
The City Hall Improvements program is focused on major maintenance or replacement of needed items for the City Hall building, the Veterans Memorial, and west City Hall parking lots.

City Hall's mechanical, electrical, plumbing, sprinkler, and numerous other support systems were installed new in 1990. Funds are allocated yearly for equipment or system failures that may occur beyond City Hall operating budget funding levels.

Comments
Based on the accepted report of the Energy Audits, there are two planning projects added to the base cost for City Hall. The first project will be to hire an architect to evaluate the current outside doors of City Hall and give an estimate and options for exterior doors that meet the historical look of City Hall while improving energy efficiency and security. The second study is for an in-depth review of City Hall's HVAC system. As the energy audit showed, the life expectancy of the current heat pumps is five to seven years. This study will look at all the components of the HVAC system and recommend and estimate the best option to meet the Climate Action Plan goals for municipal buildings. The estimated costs are shown below.

2026/27	$15,000	Architectural door study
2027/28	$50,000	HVAC engineering study

Location
City Hall, 515 Clark Avenue

		Total	2026/27	2027/28	2028/29	2029/30	2030/31
Cost:							
Maintenance		440,000	90,000	125,000	75,000	75,000	75,000
	Total	**440,000**	**90,000**	**125,000**	**75,000**	**75,000**	**75,000**
Financing:							
Local Option Sales Tax		440,000	90,000	125,000	75,000	75,000	75,000
	Total	**440,000**	**90,000**	**125,000**	**75,000**	**75,000**	**75,000**

Program - Activity:	Department:	Account Number:
General Government - Facilities	Fleet Services/Facilities	030-2930-419 030-2956-419