

# DRAFT

## **FY 2020**

# **Transportation Planning Work Program**

**Ames Area Metropolitan Planning Organization**

The Ames Area MPO prepared this report with funding from the U.S. Department of Transportation's Federal Highway Administration and Federal Transit Administration, and in part through local matching funds of the Ames Area MPO member governments. These contents are the responsibility of the Ames Area MPO. The U.S. government and its agencies assume no liability for the contents of this report or for the use of its contents. The Ames Area MPO approved this document on **MONTH DAY**, 2019. Please call (515) 239.5160 to obtain permission to use.

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## INTRODUCTION

The Fiscal Year 2020 Transportation Planning Work Program (TPWP) is the work plan for the fiscal year beginning July 1, 2019 and ending June 30, 2020. The TPWP is a requirement of 23 CFR 450.308(b) for metropolitan planning organizations to develop a document identifying work proposed for the next one-year period by major activity and task. The document includes details to indicate who will perform the planning activity, the schedule for completing the activity, what products should result from each activity, funding for each activity as well as a total program budget.

## AMES AREA MPO ORGNIZATION

The Ames Area MPO was officially designated the MPO of the Ames urbanized area by the Governor of Iowa in March 2003. This designation was the result of the Ames urbanized area having a population of greater than 50,000 in the 2000 census. As a result of the 2010 Census, the urbanized areas of Ames and Gilbert were combined into one urbanized area, therefore requiring the Metropolitan Planning Area to be expanded to encompass this area in its entirety. The Ames Area MPO approved the current Metropolitan Planning Area boundary on November 13, 2012. The City of Gilbert and Iowa State University were added to the Transportation Policy Committee on March 26, 2013.

Ames is located in central Iowa and is served by Interstate 35, U.S. Highway 30, and U.S. Highway 69. Surface transportation needs are met through over 248 centerline miles of streets. The community has a very progressive transit system, CyRide, which carries over six million bus passengers per year. While the majority of transit users have Iowa State University ties, CyRide serves the entire Ames community.

The Ames Area MPO area includes the Ames Municipal Airport, which serves general aviation needs for business, industry, and recreation users. On average 119 aircraft operations occur per day at the Ames Municipal Airport. Railroad provides freight service to the area by dual east-west mainline tracks and a northern agricultural spur.

The Ames Area MPO provides continuity of various transportation planning and improvement efforts throughout the Ames urban area. The City of Ames serves as the fiscal agent for the Ames Area MPO. The Ames Area MPO consists primarily of two standing committees: The Transportation Policy Committee and the Transportation Technical Committee.

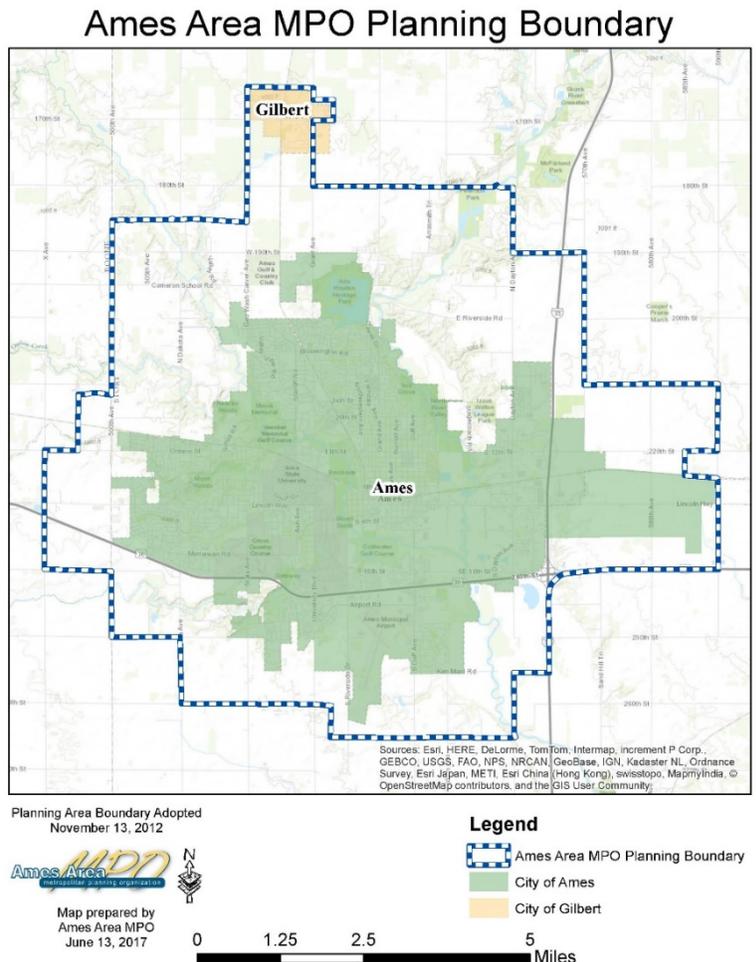


Figure 1. Ames Area MPO Planning Boundary

## Transportation Policy Committee

Voting membership on the Ames Area MPO Transportation Policy Committee is open to any county or city government located, wholly or partially, in the designated Metropolitan Planning Area. Currently the Ames Area MPO membership includes: City of Ames, City of Gilbert, CyRide, Boone County, and Story County. The Iowa Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, and Iowa State University serve as advisory, non-voting, representatives.

<b>Transportation Policy Committee Membership</b>		
<i>Representative Agency</i>	<i>Member</i>	
<b>City of Ames †</b>	John Haila	Mayor
<b>City of Ames</b>	Bronwyn Beatty-Hansen	Council Member
<b>City of Ames</b>	Gloria Betcher	Council Member
<b>City of Ames</b>	Amber Corrieri	Council Member
<b>City of Ames</b>	Tim Gartin	Council Member
<b>City of Ames</b>	David Martin	Council Member
<b>City of Ames</b>	Chris Nelson	Council Member
<b>Boone County</b>	Bill Zinnel	Board of Supervisors
<b>Story County</b>	Lauris Olson	Board of Supervisors
<b>Ames Transit Agency</b>	Juan Bibiloni	CyRide Board Member
<b>City of Gilbert</b>	Jonathan Popp	Mayor
<b>Iowa Dept. of Transportation ‡</b>	Andy Loonan	District 1 Transportation Planner
<b>Federal Highway Administration ‡</b>	Darla Hugaboom	Iowa Division Community Planner
<b>Federal Transit Administration ‡</b>	Daniel Nguyen	Region 7 Community Planner
<b>Iowa State University ‡</b>	Cathy Brown	Director for Planning Services

† Chair                      ‡ Advisory, Non-Voting Member

## Transportation Technical Committee

The Transportation Technical Committee consists of technical personnel from various agencies involved in transportation issues within the planning area. The Transportation Technical Committee formulates the procedural details of the Transportation Planning Work Program. The committee reviews and monitors the output of various MPO activities identified in the work program and makes recommendations to the policy committee. The committee is also responsible for assisting in developing the short and long-range transportation plans. The Iowa Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration serve as advisory, non-voting, representatives.

<b>Transportation Technical Committee Membership</b>		
<i>Representative Agency</i>	<i>Member</i>	
<b>City of Ames (Chair)</b>	Tracy Warner	Municipal Engineer
<b>City of Ames (Vice-Chair)</b>	Damion Pregitzer	Traffic Engineer
<b>City of Ames</b>	Justin Clausen	Operations Manager
<b>City of Ames</b>	Kelly Diekmann	Director of Planning & Housing
<b>City of Ames</b>	Justin Moore	Planner
<b>CyRide</b>	Sheri Kyras	Transit Director
<b>Iowa State University</b>	Cathy Brown	Campus Planning Assistant Director
<b>Boone County</b>	Scott Kruse	County Engineer
<b>Story County</b>	Darren Moon	County Engineer
<b>Ames Community School Dist.</b>	Gerry Peters	Facilities Director
<b>Ames Economic Development Commission</b>	Drew Kamp	Director of Public Policy & Business Development
<b>Iowa Dept. of Transportation ‡</b>	Andy Loonan	District 1 Transportation Planner
<b>Federal Highway Administration ‡</b>	Darla Hugaboom	Iowa Division Community Planner
<b>Federal Transit Administration ‡</b>	Daniel Nguyen	Region 7 Community Planner

## PLANNING PRIORITIES OF THE FY 2020 WORK PROGRAM

The FY 2020 TPWP addresses the planning goals of the Ames Area MPO, which are:

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

The following documents are developed, updated, or maintained by the Ames Area MPO:

- Transportation Planning Work Program (TPWP)
- Transportation Improvement Program (TIP)
- Public Participation Plan (PPP)
- Long Range Transportation Plan (LRTP)
- Passenger Transportation Plan (PTP)

## PERFORMANCE-BASED PLANNING AND PROGRAMMING

Performance based planning and performance management became a focus for State and regional transportation planning with the signing of the 2012 surface transportation bill Moving Ahead for Progress in the 21st Century (MAP-21). This bill included requirements for performance-based planning and performance management and set seven national goals. The Ames Area MPO must establish and use a performance-based approach to transportation decision making to support the national goals.

### KEY TERMS:

**Goal:** a broad statement that describes a desired end state

**Objective:** a specific, measurable statement that supports achievement of a goal

**Performance Measure:** metric used to assess progress towards meeting an objective

**Target:** specific level of performance that is desired to be achieved within a certain timeframe

### **Safety**

The safety measures are:

1. Number of Fatalities
2. Rate of Fatalities per 100 million VMT
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 million VMT
5. Number of Non-Motorized Fatalities and Non-motorized Serious Injuries

Rather than setting its own 2015-2019 safety targets, the Ames Area MPO has chosen to support the Iowa Department of Transportation safety targets as published in the Iowa Highway Safety Improvement Program 2018 Annual Report. The MPO supports those targets by reviewing and programming all Highway Safety Improvement Program (HSIP) projects within the MPO boundary that are included in the Iowa DOT Transportation Improvement Program. Any Iowa DOT sponsored HSIP projects within the MPO area were selected based on safety performance measures and were approved by the Iowa Transportation Commission. The Iowa DOT conferred with numerous stakeholder groups, including the Ames Area MPO, as part of its target setting process. Working in partnership with local agencies, Iowa DOT safety investments were identified and programmed which will construct effective countermeasures to reduce traffic fatalities and serious injuries. Iowa DOT projects chosen for HSIP investment are based on crash history, roadway characteristics, and the existence of infrastructure countermeasures that can address the types of crashes present. The Iowa DOT continues to utilize a systemic safety improvement process rather than relying on “hot spot” safety improvements.

### **Pavement and Bridge**

The pavement and bridge measures are:

1. Percent of Interstate pavements in Good condition
2. Percent of Interstate pavements in Poor condition
3. Percent of non-Interstate NHS pavements in Good Condition
4. Percent of non-Interstate NHS pavements in Poor condition
5. Percent of NHS bridges classified as in Good condition
6. Percent of NHS bridges classified as in Poor condition

In September 2018, the Ames Area MPO adopted to support the targets of the Iowa Department of Transportation.

### **System and Freight Reliability**

The system performance and freight measures are:

1. Percent of person-miles traveled on the Interstate that are reliable
2. Percent of person-miles traveled on the non-Interstate NHS that are reliable
3. Truck Travel Time Reliability Index

In September 2018, the Ames Area MPO adopted to support the targets of the Iowa Department of Transportation.

### **Transit Asset Management**

The transit asset management targets are:

1. Equipment: Percent of non-revenue vehicles met or exceeded Useful Life Benchmark
2. Rolling Stock: Percentage of revenue vehicles met or exceeded Useful Life Benchmark
3. Facilities: Percentage of assets with condition rating below 3.0 on FTA TERM scale
4. Infrastructure: Not applicable.

In May 2017, the Ames Area MPO adopted transit asset management targets, the same as CyRide’s targets. CyRide modified their targets on the first three elements above and shared

their first Transit Asset Management Plan and modified targets with the Ames Area MPO on October 1, 2018 as required. The infrastructure performance measure element which FTA requires is limited to rail fixed guideway assets of which there is not any rail passenger transportation with Ames.

## **Transit Safety Plan & Safety Performance Targets**

As a recipient of urbanized area formula grant funding, the Ames Transit Agency (CyRide) is to establish and self-certify its initial agency safety plan by July 20, 2020 where safety performance targets will be established within this plan based on the following safety performance measures FTA established in the National Public Transportation Safety Plan (NSP) including:

1. Fatalities
2. Injuries
3. Safety Events
4. System Reliability

CyRide's Safety Plan, which will be re-certified each year, will include processes and procedures to implement Safety Management Systems (SMS) at CyRide to anticipate future risks and detect problems before safety issues occur. This plan will include strategies for minimizing the exposure of the public, personnel, and property to unsafe conditions and again include safety performance targets. SMS will support a data-based framework to identify and analyze safety hazards and risks to prioritize resources towards the mitigation of these issues. As CyRide's Safety Plan and safety performance targets are established for FY2021, this information will be shared with the Ames Area MPO after July 20, 2020 as projects are prioritized within the Ames Area MPO's LRTP, TPWP and TIP.

## **Performance Management Agreement**

The Iowa DOT and the Ames Area Metropolitan Planning Organization agree to the following provisions. The communication outlined in these provisions between the MPO and Iowa DOT will generally be through the statewide planning coordinator in the Office of Systems Planning.

1. Transportation performance data
  - a. The Iowa DOT will provide MPOs with the statewide performance data used in developing statewide targets, and, when applicable, will also provide MPOs with subsets of the statewide data, based on their planning area boundaries.
  - b. If MPOs choose to develop their own target for any measure, they will provide the Iowa DOT with any supplemental data they utilize in the target-setting process.
2. Selection of performance targets
  - a. The Iowa DOT will develop draft statewide performance targets for FHWA measures in coordination with MPOs. Coordination may include in-person meetings, web meetings, conference calls, and/or email communication. MPOs shall be given an opportunity to provide comments on statewide targets and methodology before final statewide targets are adopted.
  - b. If an MPO chooses to adopt their own target for any measure, they will develop draft MPO performance targets in coordination with the Iowa DOT. Coordination methods will be at the discretion of the MPO, but the Iowa DOT

shall be provided an opportunity to provide comments on draft MPO performance targets and methodology prior to final approval.

3. Reporting of performance targets
  - a. Iowa DOT performance targets will be reported to FHWA and FTA, as applicable. MPOs will be notified when Iowa DOT has reported final statewide targets.
  - b. MPO performance targets will be reported to the Iowa DOT.
    - i. For each target, the MPO will provide the following information no later than 180 days after the date the Iowa DOT or relevant provider of public transportation establishes performance targets, or the date specified by federal code.
      1. A determination of whether the MPO is 1) agreeing to plan and program projects so that they contribute toward the accomplishment of the Iowa DOT or relevant provider of public transportation performance target, or 2) setting a quantifiable target for that performance measure for the MPO's planning area.
      2. If a quantifiable target is set for the MPO planning area, the MPO will provide any supplemental data used in determining any such target.
      3. Documentation of the MPO's target or support of the statewide or relevant public transportation provider target will be provided in the form of a resolution or meeting minutes.
  - c. The Iowa DOT will include information outlined in 23 CFR 450.216 (f) in any statewide transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.218 (q) in any statewide transportation improvement program amended or adopted after May 27, 2018.
  - d. MPOs will include information outlined in 23 CFR 450.324 (f) (3-4) in any metropolitan transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.326 (d) in any transportation improvement program amended or adopted after May 27, 2018.
  - e. Reporting of targets and performance by the Iowa DOT and MPOs shall conform to 23 CFR 490, 49 CFR 625, and 49 CFR 673.
4. Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO
  - a. The Iowa DOT will provide MPOs with the statewide performance data used in developing statewide targets, and, when applicable, will also provide MPOs with subsets of the statewide data, based on their planning area boundaries.
5. The collection of data for the State asset management plans for the NHS
  - a. The Iowa DOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS.

## AIR QUALITY

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

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

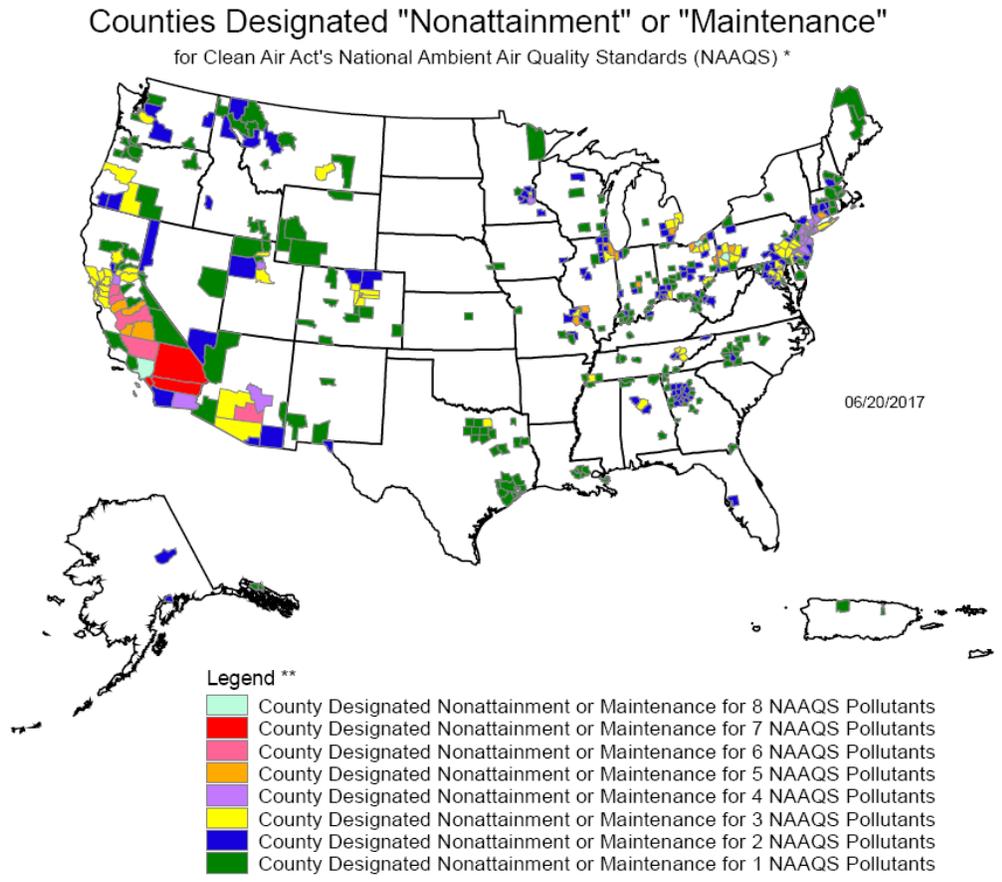


Figure 2. U.S. Green Book

Implementation Plan that addresses each pollutant for which it fails to meet the National Ambient Air Quality Standards. Individual state air quality agencies are responsible for defining the overall regional plan to reduce air pollution emissions to levels that will enable attainment and maintenance of the National Ambient Air Quality Standards. This strategy is articulated through the State Implementation Plan.

Regions which do not meet air quality standards are required to develop transportation plans in conformance with the State Implementation Plan (SIP), including more frequent updates to plans such as the Long Range Transportation Plan.

The Ames Area MPO does not exceed the National Ambient Air Quality Standards and is considered an attainment area. The Ames area is therefore not subject to air quality conformity requirements, updating the Long Range Transportation Plan every five years. However, the Ames Area MPO will perform activities to monitor and promote air quality issues in the region. The State of Iowa provides grant opportunities through the Iowa Clean Air Attainment Program (ICAAP) to promote air quality in Iowa's transportation system.

## **DEVELOPMENT OF THE WORK PROGRAM**

The FY 2020 Transportation Planning Work Program was developed by input from the Ames Area MPO staff, members of the Transportation Technical Committee, the general public, and the Transportation Policy Committee. The following milestones describe the process in which the Transportation Planning Work Program was developed.

### ***March 14, 2019 – Transportation Technical Committee***

A review of the draft FY 2020 Transportation Planning Work Program by the Transportation Technical Committee.

### ***March 15 – May 11, 2019 – Public Input Period***

A public comment period for the draft FY 2020 Transportation Planning Work Program was established from March 15 through May 11. During the comment period, the recommended draft document was posted on the AAMPO.org website along with notifications distributed to the general public. Comments could be submitted via online form, e-mail, mail, and by phone.

### ***March 26, 2019 – Transportation Policy Committee Meeting***

A review of the FY 2020 Transportation Planning Work Program by the Transportation Policy Committee.

### ***April 2019 – Review from Federal and State Partners***

Federal and State partners at the Federal Highway Administration, Federal Transit Administration, and Iowa Department of Transportation review the Ames Area MPO Draft FY 2020 Transportation Planning Work Program. By April 30, 2019, the MPO receives comments to address in the final FY 2020 TPWP document.

### ***May 28, 2019 – Transportation Policy Committee Hearing***

Public hearing held by the Transportation Policy Committee to consider adoption of the FY 2020 Transportation Planning Work Program with opportunities from the public to respond and present to the committee.

## **PRIVATE SECTOR INVOLVEMENT**

Consultants will be used to perform tasks associated with the Long Range Transportation Plan update (Task 5). The LRTP update will span three years and included in the FY19, FY20 and the FY 2021 work programs.

## **WORK ELEMENTS**

### **Task 1 – Administration and Support**

#### Objective:

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

#### Previous Work:

- Administer the FY 2019 Transportation Planning Work Program
- Develop and approve the FY 2020 Transportation Planning Work Program
- Complete annual Self Certification
- Attend Iowa DOT quarterly MPO meetings
- Quarterly submittals for planning funding reimbursement
- Filing and reporting routine items required by the Iowa Department of Transportation, Federal Transit Administration, and Federal Highway Administration
- Conducted four Transportation Policy Committee meetings on: July 10, 2018; September 25, 2018; March 26, 2019; and May 28, 2019
- Conducted three Transportation Technical Committee meetings on: September 6, 2018; March 14, 2019; and May 16, 2019
- Conduct a public meeting on May 17, 2019
- Updated meeting agendas, minutes, and materials on the MPO website: [www.aampo.org](http://www.aampo.org)

#### Description:

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

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

Task also includes conducting informational meetings, as well as public hearings, to obtain public input and feedback on ongoing activities. The Public Participation Plan, along with other pertinent documents maintained and developed by the Ames Area MPO are posted online at [www.aampo.org](http://www.aampo.org). The Public Participation Plan will be evaluated for modifications to evolve with communication preferences as warranted.

The MPO staff will participate in conferences, seminars, meetings, and other training opportunities to remain familiar with the latest regulations and techniques related to the transportation planning field as provided by the Federal Transit Administration, Federal Highway Administration, American Planning Association, Environmental Protection Agency, Iowa Department of Transportation, peer transportation planning organizations, and other agencies and professional organizations.

FY 2020 Products:

<b>Product</b>	<b>Estimated Timeline</b>			
Maintain records and files in accordance with retention requirements	Q1	Q2	Q3	Q4
Complete reports, surveys, and other materials as requested by Federal, State, or other governmental agencies	Q1	Q2	Q3	Q4
Carry out Annual Certification and all matters required of the certification	Q1	Q2	Q3	Q4
Administration of Transportation Planning Work Program	Q1	Q2	Q3	Q4
Monitor, coordinate, and implement performance measures into MPO planning processes as required by Federal and State regulation	Q1	Q2	Q3	Q4
Administer meetings of the Transportation Policy Committee and Transportation Technical Committee	Q1	Q2	Q3	Q4
Participation in regional and state-wide coordination meetings related to transportation planning	Q1	Q2	Q3	Q4
Marketing and outreach of MPO planning activities	Q1	Q2	Q3	Q4
Participate and organize conferences, trainings, and coordination meetings pertinent to transportation planning hosted by Federal, State, professional organizations, or other agencies	Q1	Q2	Q3	Q4

## Task 2 – Transportation Improvement Program

Objective:

Develop and maintain a regional program of near-term projects that are consistent with the Ames Area MPO long range transportation plan.

Previous Work:

- Ames Area MPO FY 2018 – 2021 Transportation Improvement Program
  - Processed required amendments and administrative modifications in accordance with outline procedures
- Ames Area MPO FY 2019 – 2022 Transportation Improvement Program
  - Development and adoption of the FY 2019 – 2022 Transportation Improvement Program
  - Prepare resolutions supporting regional Iowa Clean Air Attainment Program (ICAAP) grant applications
  - Update the program to reflect the MPO’s compliance with the FAST-Act, with approved performance targets.
- Ames Area MPO FY 2020 – 2023 Transportation Improvement Program
  - Solicit and select list of local “Surface Transportation Block Grant” program (STBG) projects for funding
  - Develop draft program document for committee review and public participation process

Description:

The Ames Area MPO is responsible for developing the funding program of transportation projects which use Federal funds or are regionally significant. The MPO carries out a process for soliciting regional projects for the Surface Transportation Block Grant (STBG) and Transportation Alternatives program (STBG-TAP). The MPO also reviews regional projects seeking Iowa Clean Air Attainment Program (ICAAP) funds.

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

FY 2020 Products:

Product	Estimated Timeline			
<b>FY 2019 – 2022 Transportation Improvement Program</b>				
Maintain program through processing formal amendments and administrative modifications as required	Q1	-	-	-
<b>FY 2020 – 2023 Transportation Improvement Program</b>				
Develop and adopt the program	Q1	-	-	-
Maintain program through processing formal amendments and administrative modifications as required	-	Q2	Q3	Q4
<b>FY 2021 – 2024 Transportation Improvement Program</b>				
Prepare resolutions supporting regional Iowa Clean Air Attainment Program (ICAAP) grant applications	Q1	Q2	-	-
Solicit and prioritize list of local "Transportation Alternatives" (TA) projects for funding	-	-	Q3	Q4
Solicit and select list of local "Surface Transportation Block Grant" program (STBG) projects for funding	-	-	Q3	Q4
Develop draft program document for committee review and public participation process	-	-	-	Q4

### Task 3 – Comprehensive Planning

Objective:

Integrate transportation planning and land use planning for Ames Area MPO member jurisdictions.

Previous Work:

- Updated Safe Routes to School maps in summer 2018
- Attend Midwest Transportation Model user Group quarterly meetings
- Performed model analysis for potential development scenarios
- Prepared regional data for use in the Ames travel demand model
  - Processed parcel data and land use assignment
  - Developed 2015 model network

Description:

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

FY 2020 Products:

<b>Product</b>	<b>Estimated Timeline</b>			
Prepare updates to the Safe Routes to School map as necessary in coordination with the Ames Community School District	Q1	-	-	-
Provide technical assistance to local cities in incorporating regional transportation planning goals and objectives into comprehensive, sub-area, capital improvement, and other local plans	Q1	Q2	Q3	Q4
Perform data collection and GIS data maintenance of community assets used in transportation planning analysis, including traffic and trail count data	Q1	Q2	Q3	Q4
Maintain travel demand model including trip generation, trip distribution, trip assignment, calibration, and validation	Q1	Q2	Q3	Q4
Develop travel demand model following the ISMS (Iowa Standardized Model Structure) architecture	Q1	Q2	-	-
Traffic signal synchronization review	Q1	Q2	Q3	Q4
Development of Ames Comprehensive Plan growth scenarios	Q1	Q2	-	-
Analyze potential alternative funding sources	Q1	Q2	Q3	Q4
Maintain and update the Regional ITS Architecture as necessary	Q1	Q2	Q3	Q4

## Task 4 – Transit Planning

Objective:

Enhance a coordinated, accessible, and efficient transit system.

Previous Work:

- Human service/transportation provider coordination meetings and plan updates
- System Redesign Planning
- Equal Employment Opportunity (EEO) Program update
- Disadvantage Business Enterprise (DBE) Program reports
- Title VI Program Update
- Transit Asset Management Performance Measures
- MPO Planning Agreement development

Description:

Planning efforts will reflect prioritization of the following areas:

- Develop safety and security plan for transit
- Transit Asset Management planning
- Title VI Program and Limited English Proficiency (LEP) Plan Update submissions
- Disadvantaged Business Enterprise Goals submission
- Triennial Federal review of compliance with Federal Transit Administration regulations
- Participation of transit operators in metropolitan and statewide planning
- Coordination of non-emergency human service transportation
- Planning for transit system management and transit services
- Make transit capital investment decisions through effective system planning
- Bus stop planning for future ADA improvements

This item involves transit planning issues related to land use and development issues, ridership surveys and analyses, plans to manage transit agency in accordance to the Federal Transit

Administration guidelines, and the study of student and commuter service. Meetings will be held to facilitate the locally developed coordinated public transit/human-services transportation plan to improve transportation services for the low-income, aging and disabled populations within the community. Efforts will concentrate on improving operating efficiencies of current services and eliminating gaps where and when transportation is not available. The Transportation Planner may conduct various planning and ridership studies throughout the year.

FY 2020 Products:

<b>Product</b>	<b>Estimated Timeline</b>			
Various transit plans, administration and audits of the following programs requiring annual certifications by the transit agency: Equal Employment Opportunity Program (EEO), Title VI Program, Limited English Proficiency (LEP), Disadvantaged Business Enterprise (DBE), Transit Asset Management Plan, CyRide Safety & Security Plan, Federal Audits/Reviews.	Q1	Q2	Q3	Q4
Update 2020-2024 Ames Area MPO Passenger Transportation Plan (PTP) as needed; monthly PTP coordination with Transportation Collaboration and Human Service Council groups	Q1	Q2	Q3	Q4
Capital/Financial planning to analyze fleet and facility needs for five-year period	Q1	Q2	Q3	Q4
Transit Service Planning for current/new services	Q1	Q2	Q3	Q4
Transit Management Planning of current/new policies	Q1	Q2	Q3	Q4
Long-term facility expansion studies	Q1	Q2	Q3	Q4
Bus stop amenities planning	Q1	Q2	Q3	Q4
TAM performance targets and safety performance measures	Q1	Q2	Q3	Q4

## **Task 5 – Long Range Transportation Planning**

**Objective:**

Provide framework for orderly, efficient growth of an integrated, multi-modal transportation network.

**Previous Work:**

- Evaluation of potential schedule for next Long Range Transportation Plan update
- Update the LRTP as necessary to ensure compliance with transportation planning requirements
- Perform model analysis related to long range transportation projects and potential impacts on the regional network
- Prepare preliminary schedule of activities for the 2020 LRTP Update
- Solicit request for consultant to prepare the 2045 LRTP update
- Implement contract(s) for consultant services

**Description:**

The 2040 Long Range Transportation Plan (titled: Ames Mobility 2040) became effective October 2015. To support activities of the Long-Range Transportation Plan, the MPO will continue to monitor and update the plan as necessary. Both in support of the current plan and in anticipation of the update, plan elements will be monitored.

By October 2020, the Ames Area MPO will adopt an updated Long-Range Transportation Plan. In this fiscal year, the MPO will conduct a substantial amount of the plan. The updated LRTP will extend the planning horizon year to 2045 and have significant updates to comply with FAST-Act performance-based planning requirements. The LRTP update will include private consultant participation to complete the plan update.

FY 2020 Products:

Product	Estimated Timeline			
	Q1	Q2	Q3	Q4
Update current plan, as necessary, to ensure compliance with transportation planning requirements	Q1	Q2	Q3	Q4
Coordinate planning effort with area stakeholders and agencies	Q1	Q2	Q3	Q4
Develop draft LRTP chapters	Q1	Q2	Q3	Q4

## FY 2020 BUDGET SUMMARY AND FUNDING SOURCES

### Work Hours Summary

Activity	Agency Responsible	Staff Hours
1. Administration	AAMPO	1,086
2. Transportation Improvement Program	AAMPO	176
3. Comprehensive Planning	AAMPO	493
4. Transit Planning	AAMPO	601
5. Long Range Planning	AAMPO	1,004 – AAMPO staff 2,400 – Consultant

### Budget Summary

Activity	Total Cost	Total Local Match	Federal Funds						
			Total Federal Amount	FTA 5305d New	FTA 5305d C/O	FHWA STBG New	FHWA STBG C/O	FHWA PL New	FHWA PL C/O
1 - Admin	\$ 70,000	\$ 14,000	\$ 56,000	\$ -	\$ -	\$ -	\$ 49,224	\$ 3,224	\$ 3,552
2 - TIP	\$ 15,000	\$ 3,000	\$ 12,000	\$ -	\$ -	\$ -	\$ 10,548	\$ 691	\$ 761
3 - Comp	\$ 50,000	\$ 10,000	\$ 40,000	\$ -	\$ -	\$ -	\$ 35,160	\$ 2,303	\$ 2,537
4 - Transit	\$ 44,697	\$ 8,939	\$ 35,758	\$ 33,870	\$ 1,888	\$ -	\$ -	\$ -	\$ -
5 - LRTP	\$ 312,500	\$ 62,500	\$ 250,000	\$ -	\$ -	\$ -	\$ 219,748	\$ 14,394	\$ 15,858
<b>Total</b>	<b>\$ 492,197</b>	<b>\$ 98,439</b>	<b>\$ 393,758</b>	<b>\$ 33,870</b>	<b>\$ 1,888</b>	<b>\$ -</b>	<b>\$ 314,679</b>	<b>\$ 20,612</b>	<b>\$ 22,709</b>

	FTA 5305d New	FTA 5305d C/O	FHWA STBG New	FHWA STBG C/O	FHWA PL New	FHWA PL C/O	TOTAL
Starting Available Balances	\$ 33,870	\$ 1,888	\$ -	\$ 314,679	\$ 99,960	\$ 22,709	\$ 473,106
Programmed	\$ 33,870	\$ 1,888	\$ -	\$ 314,679	\$ 20,612	\$ 22,709	\$ 393,758
Unobligated Federal Funds	\$ -	\$ -	\$ -	\$ -	\$ 79,348	\$ -	\$ 79,348

## REVISIONS TO THE TRANSPORTATION PLANNING WORK PROGRAM

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

### MPO Approval Process

The Ames Area MPO Transportation Policy Committee is the designated body to approve the scope and budget of the Transportation Planning Work Program. The Transportation Policy Committee will consider adopt of the original program as well as all amendments in accordance with the Public Participation Plan.

### Agency Approval

All work program changes require prior written Federal approval, unless waived by the awarding agency. The following table denotes the approving agency for various changes to work programs.

<b>Revision type</b>	<b>Approving Agency</b>
Request for additional Federal funding	Federal
Transfer of funds between categories, projects, functions, or activities which exceeds 10 percent of the total work program budget when the Federal share of the budget exceeds \$150,000	Federal
Revision of the scope or objectives of activities	Federal
Transferring substantive programmatic work to a third party (consultant)	Federal
Capital expenditures, including the purchasing of equipment	Federal
Transfer of funds allotted for training allowances	Federal
Transfer of funds between categories, projects, functions, or activities which do not exceed 10% of the total work program budget, or when the Federal share of the budget is less than \$150,000	Iowa Department of Transportation
Revisions related to work that does not involve Federal funding	Ames Area MPO

All necessary TPWP approvals are required to be in place prior to the commencement of activity, purchasing of equipment, or request for reimbursement. As it relates to procurement of equipment and services, there should be no notification of award, signed contract, placement of an order, or agreement with a contractor prior to receiving the necessary approval.

All revision requests should be submitted electronically to the Iowa DOT Office of Systems Planning and the agency's District Planner. Documentation for the revisions shall include the following:

- A resolution or meeting minutes showing the revision's approval
- Budget summary table with changes highlighted/noted
- Modified section(s) of the plan's work elements with changes highlighted/noted

If all necessary information is provided, the request will then be forwarded to the Federal Highway Administration and Federal Transit Administration for review and any necessary approvals. Notification by the approving agency will be in writing.

Revision requests shall, at a minimum, include:

- A resolution or meeting minutes showing the approval of the revision
- Budget summary table with changes highlighted/noted
- Modified section(s) of the plan's work elements with changes highlighted/noted

#### Federal Revision Approval

Revisions where FHWA/FTA is the designated approving agency shall require written approval by FHWA/FTA prior to commencement of activity, purchasing of equipment, or request for reimbursement.

#### Iowa DOT Office of Systems Planning Revision Approval

Revisions where the Iowa DOT Office of Systems Planning is the designated approving agency shall require written approval by the Iowa DOT Office of Systems Planning prior to commencement of activity or request for reimbursement.

#### Ames Area MPO Revision Approval

Revisions where the MPO or RPA is the approving agency shall be approved by the Policy Board.

## **COST ALLOCATION PLAN**

The local match for salaries and other expenses is a part of the City of Ames Program Budget adopted by the City of Ames City Council for all personnel and associated expenses. Costs billed will be for those specified. The main source of local-match funds will come from the City of Ames Road Use Tax allocation. New FY 2017 funds have been combined with the carryover amounts for expense allocations. Carryover funds will be used first before new allocations. The Ames Area MPO does not charge indirect costs.