AGENDA

AMES AREA METROPOLITAN PLANNING ORGANIZATION (AAMPO)

TRANSPORTATION POLICY COMMITTEE

COUNCIL CHAMBERS - CITY HALL

MAY 26, 2026

CALL TO ORDER: 6:00 p.m.

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

1. Motion approving Minutes of the Regular Ames Area Metropolitan Planning Organization Transportation Policy Committee Meeting on March 24, 2026
2. Motion setting June 9, 2026, as date of public hearing for amendment to the FFY 2026-2029 Transportation Improvement Program
3. Motion approving Draft FFY 2027-2030 Transportation Improvement Program and setting July 14, 2026, as date of public hearing
4. Motion setting July 14, 2026, as date of public hearing for amendment to the Public Participation Plan
5. Motion recommending Ames City Council approval of Professional Services Agreement with Toole Design Group, LLC of Minneapolis, Minnesota for creation of a Safe Routes to School Plan in an amount not to exceed $60,000

ADMINISTRATION:

6. Motion approving the Draft Transportation System Management and Operations (TSMO) Plan and setting July 14, 2026, as date of public hearing

HEARINGS:

7. Hearing on FY 2027 Transportation Planning Work Program
    a. Resolution approving Final FY 2027 Transportation Planning Work Program

COMMITTEE COMMENTS:

ADJOURNMENT:

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

Item No. 1

MEMO

To: Ames Area Metropolitan Planning Organization (AAMPO)
Transportation Policy Committee Members

From: City Clerk's Office

Date: May 26, 2026

Subject: Approval of MInutes

Attached are the minutes from the Regular Ames Area Metropolitan Planning Organization Transportation Policy Committee meeting on March 24, 2026.

ATTACHMENT(S):
C26-0324 AAMPO.pdf

MINUTES OF THE REGULAR MEETING OF THE
AMES AREA METROPOLITAN PLANNING ORGANIZATION (AAMPO)
TRANSPORTATION POLICY COMMITTEE

AMES, IOWA **MARCH 24, 2026**

CALL TO ORDER: The Ames Area Metropolitan Planning Organization (AAMPO) Transportation Policy Committee meeting was called to order by Ames Mayor and voting member John Haila at 5:59 p.m. on the 24th day of March, 2026. Other voting members present were: Bronwyn Beatty-Hansen, City of Ames; Gloria Betcher, City of Ames; Amber Corrieri, City of Ames; Tim Gartin, City of Ames; Jonathan Popp, City of Gilbert; Linda Murken, Story County Board of Supervisors; and Emily Boland, Ames Transit Agency Board of Trustees. Rachel Junck, City of Ames, and Anita Rollins, City of Ames, joined the meeting electronically. Erich Kretzinger, Boone County Board of Supervisors, was absent.

CONSENT: Moved by Betcher, seconded by Murken, to approve the consent agenda.

1. Motion approving Minutes of the Regular Ames Area Metropolitan Planning Organization Transportation Policy Committee Meeting on January 27, 2026

Vote on Motion: 10-0. Motion declared carried unanimously.

DRAFT FY 2027 TRANSPORTATION PLANNING WORK PROGRAM: Transportation Planner Kyle Thompson, alongside Public Works Director Justin Clausen, presented the draft Transportation Planning Work Program (TPWP), explaining that it was an annual federal requirement for all Metropolitan Planning Organizations (MPOs) to develop a work program for the upcoming fiscal year. The work program identified planning activities the MPO would undertake and included a program budget, primarily funded through federal planning dollars from the Federal Highway Administration and Federal Transit Administration with a required 20% local match.

Planner Thompson outlined the federal funding sources for FY 2027, including carryover funds from FY 2025, new federal highway planning funds, and Complete Streets funding that did not require local match. He highlighted several major activities planned for the fiscal year, including creation of a regional safe routes to school plan and three corridor studies.

The Duff Avenue corridor study, already underway, covered the area from the railroad crossing near Main Street to 16th Street. Planner Thompson explained staff completed traffic analysis and data collection and were preparing to begin public outreach. He noted that staff were using continuous turning movement counts from upgraded traffic signals.

Committee Member Gartin raised concerns about study timing, emphasizing the importance of conducting studies when students were present to capture accurate data. Planner Thompson assured the Committee that data collection for all studies was being timed appropriately, with outreach scheduled to reach the full community before students leave for summer.

Two additional corridor studies would begin in July: the Lincoln Way Corridor Study from Duff Avenue to Grand Avenue, and the South Dayton Corridor Study from South Dayton Place to the US 30 interchange. The Lincoln Way study would focus on The Linc development area and operational concerns at key intersections like Clark and Kellogg Avenues. The South Dayton study addressed existing operational concerns with queuing on ramps and development impacts, including consideration of the new Resource Recovery and Recycling Campus (R3C).

Council Member Gloria Betcher inquired about potential impacts from Highway 30 traffic rerouting onto Dayton Avenue during roadway and ramp improvement efforts lead by the Iowa Department of Transportation (DOT). Planner Thompson confirmed that staff collected baseline data before the rerouting began to avoid skewing results.

Mayor Haila suggested expanding the South Dayton study to include the Southeast 5th Street intersection with South Dayton, noting potential increased traffic from the R3C campus opening. Public Works Director Justin Clausen explained how staff envisioned transfer truck routing and confirmed staff would examine the feasibility of including Southeast 5th Street in the study scope.

Planner Thompson then presented the work program budget, organized into categories including administration, regional planning, transit planning, and data analytics. The budget included consultant costs for major projects with local match funding budgeted in the City of Ames Capital Improvements Plan.

Mayor Haila identified a mathematical discrepancy in the budget presentation, which Planner Thompson acknowledged and committed to correcting before filing with the federal government.

Planner Thompson concluded with an outline of next steps, including opening a public comment period in April, review by Iowa DOT and federal partners, and final approval with a public hearing scheduled for May 26, 2026.

Moved by Beatty-Hansen, seconded by Popp, to approve Draft FY 2027 Transportation Planning Work Program and set May 26, 2026, as date of Public Hearing.
Vote on Motion: 10-0. Motion declared carried unanimously.

FFY 2027-2030 SURFACE TRANSPORTATION BLOCK GRANT (STBG) FUNDS: Planner Thompson explained that the MPO annually administered three formula grant programs: Surface Transportation Block Grant (STBG) for roadway construction projects, Transportation Alternatives Program (TAP) for multimodal projects, and Carbon Reduction Program for emission-reducing projects. This year, staff did not solicit Carbon Reduction Program applications due to uncertainty about the future of the program under the next infrastructure bill.

The MPO released a Notice of Funding Opportunity in December 2025 with an application

deadline of February 20, 2026, for projects spanning federal fiscal years (FFYs) 2027-30. Proposed projects must be included in the short-term fiscally constrained plan from Ames Connect 2050 or demonstrate alignment with plan goals for maintenance and reconstruction projects.

Four applications were received for STBG funding, with no TAP applications submitted. The evaluation criteria weighted impact on transportation network at 60%, alignment with adopted plans at 25%, project readiness at 10%, and public involvement at 5%. All four projects demonstrated strong alignment with planning documents and network benefits, leading to full funding recommendations.

The approved projects included a bus purchase for CyRide, the reconstruction of East 13th Street eastbound between I-35 ramps combined with the reconstruction of the Lincoln Way and Dayton Avenue intersection, the reconstruction of East 13th Street from McCormick to Dayton Avenue, as well as mill and overlay on Duff Avenue from 6th to 13th Street.

Committee Member Gartin inquired about bike infrastructure improvements on Duff Avenue concurrent with the mill and overlay project. Public Works Director Clausen explained that while the current project maintained existing configuration due to funding constraints, the ongoing corridor study would inform future multimodal infrastructure improvements for the 15-year reconstruction timeline.

Committee Member Beatty-Hansen asked whether street repair projects displaced other potential applications. Planner Thompson clarified that member agencies decided which projects to apply for, and these reconstruction projects did not push back other programmed improvements.

Moved by Murken, seconded by Corrieri, to approve the 2027-2030 Surface Transportation Block Grant (STBG) funds to various regional transportation projects and adopt the corresponding resolutions as follows:

- RESOLUTION NO. 26-197 awarding STBG funds in the amount of $864,000 for FFY 2028 to the City of Ames for the E 13th Street Eastbound (between I-35 ramps) and Lincoln Way/Dayton Avenue Intersection Reconstruction
- RESOLUTION NO. 26-198 awarding STBG funds in the amount of $995,000 for FFY 2030 to the City of Ames for the E 13th Street (McCormick Avenue to Dayton Ave) Reconstruction
- RESOLUTION NO. 26-199 awarding STBG funds in the amount of $400,000 for FFY 2028 to CyRide for the purchase of a 40’ Heavy-Duty Transit Bus
- RESOLUTION NO. 26-200 awarding STBG funds in the amount of $840,000 for FFY 2028 to the City of Ames for the Duff Avenue (6th Street to 13th Street) Mill & Overlay

Vote on Motion: 10-0. Resolutions declared adopted unanimously, signed by the Chair, and hereby made a portion of these Minutes.

POLICY COMMITTEE COMMENTS: None.

ADJOURNMENT: Moved by Betcher, seconded by Murken, to adjourn the meeting at 6:24 p.m.
Vote on Motion: 10-0. Motion declared carried unanimously.

_____ _____
Carly M. Watson, Deputy City Clerk John A. Haila, Mayor

_____
Renee Hall, City Clerk

ITEM #:	**2**
DATE:	**05-26-26**
DEPT:	**AAMPO**

TRANSPORTATION POLICY COMMITTEE ACTION FORM

SUBJECT: **FFY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT**

BACKGROUND:

To receive federal funds for regional transportation projects, it is necessary for them to be included in the Ames Area MPO's (AAMPO's) Transportation Improvement Program (TIP). The AAMPO's current TIP contains projects programmed for federal fiscal years (FFYs) 2026 through 2029 and was adopted on July 8, 2025. The TIP may be amended as outlined below:

1. Request for amendment(s) by member agency of MPO staff
2. Recommendation by the Transportation Technical Committee
3. Initial review by Transportation Policy Committee; Setting of public hearing date **(this action)**
4. Minimum 10-day public comment period
5. Public hearing and final approval by Transportation Policy Committee

The AAMPO recently amended the FFY 2026-2029 TIP on January 27, 2026 (click here to view the committee action form) but has now received another amendment request from the Iowa Department of Transportation (DOT).

The Iowa Transportation Commission recently amended the Iowa DOT's 2026 Five Year Program to move up a phase of the Interstate 35 widening project (**see attached project location map**) to state fiscal year (SFY) 2027 with a letting date in July 2026. While July 2026 is in SFY 2027, it is in FFY 2026 due to the federal fiscal year starting on October 1 instead of July 1. As such, the project must be amended into the FFY 2026-2029 TIP rather than simply be included in the FFY 2027-2030 TIP, and since the northern extent of the project falls within the AAMPO metropolitan planning area, the project must be included in the AAMPO's TIP.

This project includes the widening of Interstate 35 to six travel lanes from E 1st St (County Road E63) near Huxley to 0.5 miles north of 260th Street near Ames. The project totals $32,067,000 in funding, with $26,339,450 in National Highway Performance Program (NHPP) federal-aid funding. **This change does not impact the AAMPO's current funding levels.**

The final phase of the Interstate 35 widening project is already programmed in the AAMPO's TIP in FFYs 2028-2030 and will carry the 6-lane widening northward to 0.6 miles north of US Highway 30.

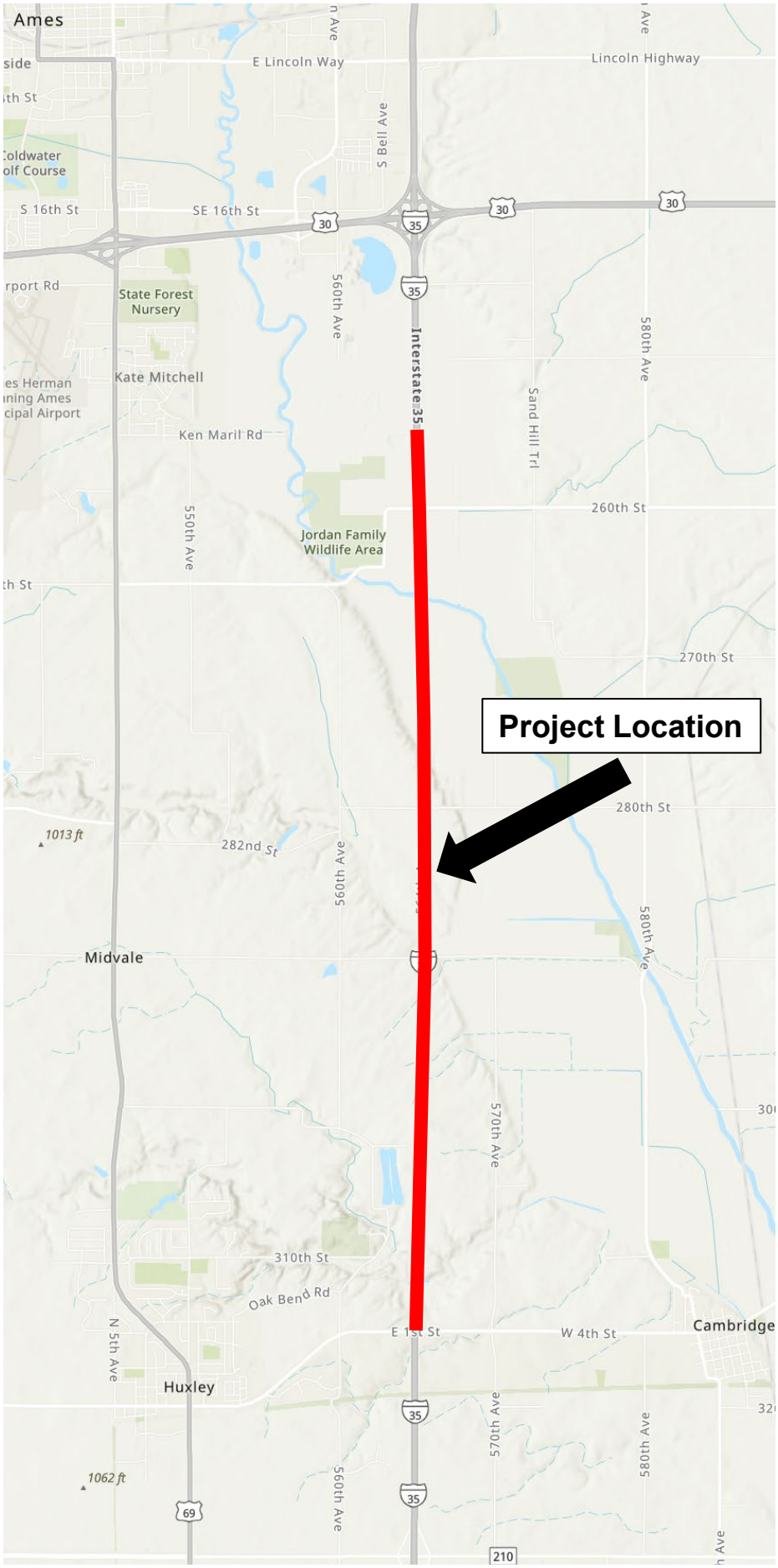
ALTERNATIVES:

1. Set June 9, 2026, as the date of public hearing for the amendment to the FFY 2026-2029 Transportation Improvement Program.
2. Do not approve this amendment request.

MPO DIRECTOR'S RECOMMENDED ACTION:

Processing this amendment to the TIP will allow the Iowa DOT to proceed with their I-35 widening project on schedule. Additionally, the Transportation Technical Committee unanimously recommended its approval. Therefore, it is the recommendation of the MPO Director that the Transportation Policy Committee adopt Alternative No. 1.

ATTACHMENT(S):
Project Location Map.pdf


Ames
E Lincoln Way
Lincoln Highway
S Bell Ave
S 16th St
SE 16th St
30
35
State Forest Nursery
560th Ave
Interstate 35
580th Ave
Kate Mitchell
Sand Hill Trl
Ken Maril Rd
260th St
550th Ave
Jordan Family Wildlife Area
270th St
Project Location
280th St
1013 ft
282nd St
560th Ave
Midvale
580th Ave
570th Ave
310th St
Oak Bend Rd
N 5th Ave
E 1st St
W 4th St
Cambridge
Huxley
1062 ft
69
210

ITEM #:	**3**
DATE:	**05-26-26**
DEPT:	**AAMPO**

TRANSPORTATION POLICY COMMITTEE ACTION FORM

SUBJECT: DRAFT FFY 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

BACKGROUND:

To be eligible for federal transportation funding, projects within the Ames Area Metropolitan Planning Organization (AAMPO) planning area must be included in the AAMPO's Transportation Improvement Program (TIP). The TIP is a fiscally constrained, four-year programming document that is updated annually.

It includes federal funding for:

- Roadway improvement projects
- Public transit investments
- Multi-modal improvement projects
- Transportation planning activities

The Draft FFY 2027-2030 TIP (**see attached**) was prepared in accordance with Iowa Department of Transportation guidelines and demonstrates fiscal constraint based on current federal funding estimates. It also includes all projects which were awarded Surface Transportation Block Grant (STBG) by the AAMPO this year. Click here to view the committee action form from March 24, 2026, for more information regarding those projects.

A map and full list of projects are included in the Draft TIP:

- FHWA-funded (roadway/trail) projects: pages 21-24
- FTA-funded (transit) projects: pages 25-33

Next steps for the TIP after draft approval include:

- May 27 – June 30, 2026: Public comment period & state/federal review
- July 14, 2026: Public hearing and final approval

ALTERNATIVES:

1. Approve the Draft FFY 2027-2030 Transportation Improvement Program and set July 14, 2026, as date of public hearing.

2. Approve the Draft FFY 2027-2030 Transportation Improvement Program, with modifications by the Transportation Policy Committee, and set July 14, 2026, as date of

public hearing.

MPO DIRECTOR'S RECOMMENDED ACTION:

The Draft FFY 2027–2030 TIP was developed by staff in accordance with all applicable state and federal guidelines. All included projects are consistent with Ames Connect 2050 and regional funding targets. Additionally, the Transportation Technical Committee unanimously recommended its approval. Therefore, it is the recommendation of the MPO Director that the Transportation Policy Committee adopt Alternative No. 1.

ATTACHMENT(S):
FFY27-30 TIP Draft.pdf

DRAFT

FFY 2027-2030 Transportation Improvement Program

Ames Area MPO

The Ames Area Metropolitan Planning Organization prepared this report with funding from the U.S. Department of Transportation's Federal Highway Administration and Federal Transit Administration, and in part through local matching funds of the City of Ames. These contents are the responsibility of the Ames Area MPO. The U.S. government and its agencies assume no liability for the contents of this report or for the use of its contents. The Ames Area MPO approved this document on July 14, 2026. Please call (515) 239-5160 to obtain permission to use.

CONTENTS

1 - Introduction

1.1 Document Overview

The Federal Fiscal Year (FFY) 2027 - 2030 Transportation Improvement Program (TIP) is the short-range implementation program for federally funded and regionally significant transportation projects. The TIP is a requirement of 23 CFR 450.326 for metropolitan planning organizations to develop a program, covering at least four years, which reflects the investment priorities established in the metropolitan transportation plan. The Ames Area Metropolitan Planning Organization (AAMPO) develops a new TIP annually in coordination with the Iowa Department of Transportation (DOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the City of Ames, the City of Gilbert, Story County, Boone County, Ames Transit Agency (CyRide), other local agencies and stakeholders, as well as the public. The AAMPO's TIP is included in the Iowa DOT's Statewide Transportation Improvement Program (STIP).

1.2 AAMPO Overview and Planning Area

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

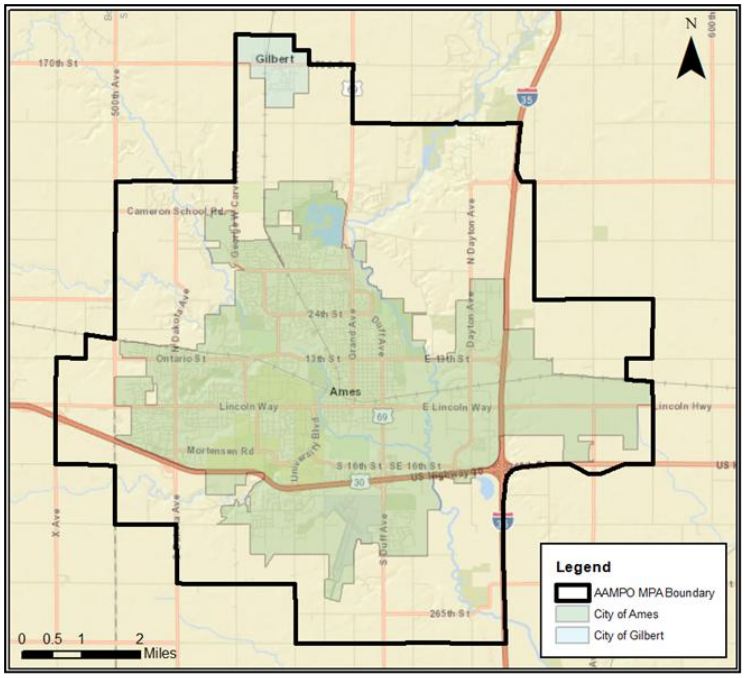


Figure 1: AAMPO Boundary (Adopted Jan 23, 2024)

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

1.3 Transportation Policy Committee

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

Transportation Policy Committee Membership		
Representative Agency	***Member***	***Representative Agency Role***
City of Ames (Chair)	John Haila	Mayor
City of Ames	Gloria Betcher	Council Member
City of Ames	Tim Gartin	Council Member
City of Ames	Anita Rollins	Council Member
City of Ames	Rachel Junck	Council Member
City of Ames	Bronwyn Beatty-Hansen	Council Member
City of Ames	Amber Corrieri	Council Member
Boone County	Scott Longhorn	Board of Supervisors
Story County	Eric Kretzinger	Board of Supervisors
Ames Transit Agency (CyRide)	Emily Boland	CyRide Board Member
City of Gilbert	Jonathan Popp	Mayor
Iowa Dept. of Transportation ‡	Shelby Ebel	District 1 Transportation Planner
Federal Highway Administration ‡	Sean Litteral	Planning & Development Team Leader
Federal Transit Administration ‡	Gerri Doyle	Region 7 Community Planner
Iowa State University ‡	Brandi Latterell	Director for Planning Services

‡ Non-voting

1.4 Transportation Technical Committee

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

Transportation Technical Committee Membership		
Representative Agency	***Member***	***Representative Agency Role***
City of Ames (Chair)	Damion Pregitzer	Traffic Engineer
City of Ames (Vice-Chair)	Justin Moore	Planner
City of Ames	Kelly Diekmann	Director of Planning & Housing
City of Ames	Mindy Bryngelson	Municipal Engineer
City of Ames	Brad Becker	Operations Manager
City of Ames	Mark Gansen	Civil Engineer II
City of Ames	Joshua Thompson	Parks & Facilities Superintendent
City of Gilbert	Mitch Holtz	City Engineer *(Consultant)*
Ames Transit Agency (CyRide)	Barbara Neal	Transit Director
Iowa State University	Sarah Lawrence	Campus Planner
Iowa State University	Angie Solberg	Facilities Project Manager
Boone County	Jonathan Bullock	County Engineer
Story County	Darren Moon	County Engineer
Ames Community School Dist.	Robert Addy	Facilities Director
Gilbert Community School Dist.	Trent Becker	Transportation Manager
Ames Economic Development Commission	Greg Piklapp	Director Econ. Outreach & Gov. Relations
Iowa Dept. of Transportation ‡	Shelby Ebel	District 1 Transportation Planner
Federal Highway Administration ‡	Sean Litteral	Planning & Development Team Leader
Federal Transit Administration ‡	Gerri Doyle	Region 7 Community Planner

‡ Non-voting

2 - Public Participation

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

2.1 Website

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

2.2 Outreach

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

2.3 Public Involvement Opportunities

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

- **Public Comment Period**: A public comment period was made available from May 27, 2026, to June 30, 2026. The draft TIP document was made available online and members of the public could submit their comments on the draft document or listed projects via email or via mail. Public comments received by staff are shown in **Appendix E.**
- **Public Hearing**: During the July 14, 2026, Transportation Policy Committee meeting, a public hearing was held prior to final adoption of this TIP. This hearing provided time for anyone to address the committee prior to consideration and adoption of the TIP. Transportation Policy Committee meetings are currently livestreamed on YouTube.

3 - Performance-Based Planning

3.1 Overview

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

3.2 Safety (PM1)

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

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

Table 1: Safety (PM1) Targets (adopted by the AAMPO on 09/23/25)

Performance Measure	Five Year Rolling Averages	
	2020-2024 Baseline	2022-2026 Target
Number of Fatalities	354.0	364.6
Fatality Rate – per 100 million VMT	1.077	1.092
Number of Serious Injuries	1,382.8	1,385.3
Serious Injury Rate – per 100 million VMT	4.207	4.126
Non-Motorized Fatalities and Serious Injuries	147.4	149.8

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

3.3 Pavement and Bridge (PM2)

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

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

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

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

Table 2: Pavement and Bridge (PM2) Targets (adopted by AAMPO on 03/25/25)

	Performance Measure	2021 Baseline	2-Year Target	4 Year Target
Pavement	Interstate % Good Condition	58.8%	55.0%	53.0%
	Interstate % Poor Condition	0.4%	3.0%	3.0%
	Non-Interstate NHS % Good Condition	37.9%	35.0%	30.0%
	Non-Interstate NHS % Poor Condition	3.7%	6.0%	6.0%
Bridge	NHS % Good Condition	48.6%	52.5%	48.0%
	NHS % Poor Condition	2.4%	5.0%	6.6%

3.4 System and Freight Reliability (PM3)

Rather than setting its own system and freight reliability targets, the Ames Area MPO has chosen to support the Iowa DOT's system and freight reliability targets as submitted in the most recent performance report. The MPO supports those targets by reviewing and programming all Interstate and National Highway System projects within the MPO boundary that are included in the DOT's Transportation Improvement Program.

The Iowa DOT coordinated with the Ames Area MPO, as part of its target setting process. Historical performance was reviewed to set targets. In addition to projects utilizing Transportation Systems Management and Operations (TSMO) strategies, projects focused on improving pavement and bridge condition also often help improve system reliability and freight movement. Additional projects

focused specifically on improving these areas of system performance are developed in alignment with the target-setting process for related performance measures, as well as the freight improvement strategies and freight investment plan included in the State Freight Plan. This plan includes a detailed analysis and prioritization of freight bottlenecks, which are locations that should be considered for further study and possibly for future improvements. State projects identified in the freight investment plan and programmed in the STIP were highly ranked freight bottlenecks.

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

	Performance Measure	2021 Baseline	2-Year Target	4 Year Target
Reliability	Interstate % Reliable	99.9%	99.9%	98.0%
	Non-Interstate NHS % Reliable	96.5%	96.7%	94.0%
Freight	Interstate Truck Travel Time Reliability	1.13	1.13	1.25

3.5 Transit Asset Management

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

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

Table 4: Transit Asset Management Targets (adopted by AAMPO on 01/13/26)

TAM Performance Measure Class	Performance Target	2025 Target	2025 Year-End Results	2026	2027	2028	2029	2030
Rolling Stock 40'-60' Buses	% of fleet exceeds CyRide's ULB of 15 yrs.	43%	**42%**	31%	39%	33%	27%	27%
Rolling Stock Cutaways	% of fleet exceeds FTA ULB of 8 yrs.	0%	**0%**	0%	0%	0%	0%	0%
Equipment Shop Trucks	% of fleet exceeds CyRide's ULB of 10 yrs.	0%	**0%**	0%	0%	0%	0%	0%
Facilities Admin./Maint. Facility	% of facilities rated under 3.0 on TERM scale	0%	**0%**	0%	0%	0%	0%	0%
Facilities Ames Intermodal Facility	% of facilities rated under 3.0 on TERM scale	0%	**0%**	0%	0%	0%	0%	0%

3.6 Transit Safety

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

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

Table 5: Transit Safety Targets (adopted by AAMPO on 09/23/25)

Mode of Transit Service	Major Events	Major Events (per 100 thousand VRM)	Collisions (per 100 thousand VRM)	Pedestrian Collisions (per 100 thousand VRM)	Vehicular Collisions (per 100 thousand VRM)	Fatalities	Fatalities (per 100 thousand VRM)
Fixed Route Bus	0	0.00	0.00	0.00	0.00	0	0.00
Paratransit	0	0.00	0.00	0.00	0.00	0	0.00

*Table continues on next page.

Mode of Transit Service	Transit Worker Fatalities (per 100 thousand VRM)	Injuries	Injuries (per 100 thousand VRM)	Transit Worker Injuries (per 100 thousand VRM)	Assaults on Transit Workers	Assaults on Transit Workers (per 100 thousand VRM)	System Reliability (VRM/Failures)
Fixed Route Bus	0.00	0	0.00	0.00	0	0.00	30,703.09
Paratransit	0.00	0	0.00	0.00	0	0.00	317,045

3.7 Regional Transportation Goals

In AAMPO's latest Metropolitan Transportation Plan, Ames Connect 2050, a performance-based transportation planning approach was utilized by tying in the regional vision of the transportation system with the aforementioned federally required metrics and federally required planning processes. The six primary region-specific goals, identified from public input, were accessibility & connectivity, safety, substantiality, efficiency & reliability, and placemaking/quality of life. The Ames Connect 2050 document provides a detailed explanation of the regional goals and objectives as well as the performance-based planning approach utilized in the identification, selection, and prioritization of projects.

3.8 Air Quality

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

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

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

4 - Project Selection

4.1 Overview

This Transportation Improvement Program (TIP) serves as a list of federal-aid eligible transportation improvements within the Ames region from the federal fiscal years 2027 to 2030. Projects in the AAMPO's TIP must be consistent with the latest regional Metropolitan Transportation Plan, Ames Connect 2050. The final AAMPO TIP, approved by the AAMPO Transportation Policy Committee, will be consolidated into the Statewide Transportation Improvement Program (STIP) along with the programs from the other planning agencies in the State of Iowa.

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

4.2 Application Process (STBG, TAP, & CRP)

AAMPO manages application and selection processes for three primary regional transportation funding programs: Surface Transportation Block Grant (STBG), Transportation Alternatives Program (TAP), and Carbon Reduction Program (CRP). These programs are described as follows:

- The STBG program's primary purpose is promoting flexibility in state and local transportation decisions and providing funding to best address state and local transportation needs. STBG funds are typically awarded to projects which improve or maintain the roadway network through construction, reconstruction, and rehabilitation. Transit capital projects are also eligible for STBG funds.
- The TAP is a set-aside from the STBG program. It provides funding and investment opportunities for non-motorized transportation projects. TAP funds are typically awarded to multi-modal type projects such as: bicycle-pedestrian projects, trails, shared-use paths, bike lanes, pedestrian/bicycle signals, and Safe Routes to School (SRTS) projects.
- The CRP provides funding for projects designed to reduce transportation emissions. CRP funds are typically awarded to projects such as intelligent transportation system (ITS) projects (traffic monitoring, management, traffic adaptive control, etc.) and multi-modal projects (such as the bicycle-pedestrian projects, trails, and shared-used paths also eligible under the TAP program).

For projects to be eligible for these program applications, they must conform with Ames Connect 2050. The joint notice of funding opportunity (NOFO) and associated applications for these funding programs are made available on the AAMPO website on the funding programs page. A notification email is also sent out to contacts from all AAMPO regional member agencies that are eligible to apply. For all three programs, applications are typically made annually available starting in December and are due around mid-February.

The applications received in this application cycle were first reviewed by AAMPO staff (and Iowa DOT staff for TAP applications) to ensure eligibility. AAMPO staff then evaluated and gave a score to all eligible projects on a scale of 0 and 100 based on the evaluation criteria stated in the NOFO.

Top-ranking projects recommended for funding from their respective funding program(s) were then presented to the AAMPO Transportation Technical Committee on March 12, 2026, and the AAMPO Transportation Policy Committee on March 24, 2026, for official award of funding. Sponsors awarded funding receive an award letter from the AAMPO. Sponsors not selected for funding receive a letter from the AAMPO detailing why their project was not selected. All projects which were awarded funding are programmed within this TIP.

4.3 Applications Received (STBG, TAP, & CRP)

During this year's application cycle, AAMPO received 4 STBG project applications. No applications were received for TAP funding. Applications were not accepted for the CRP this cycle as AAMPO is awaiting the status of the CRP in the next federal infrastructure bill. **Table 6** provides a summary of all received applications as well as their score (based upon the aforementioned evaluation criteria) and status regarding awarding of funds and inclusion in the TIP.

Table 6: Project Summary for Current Application Cycle

Sponsor	Description	Program	FFY	Federal-Aid Amount	Score	Funds Awarded?
CyRide	Purchase 40' Heavy-Duty Transit Bus	STBG	2030	$400,000	89	Yes
City of Ames	E 13th St EB (Between I-35 Ramps) & Lincoln Way/Dayton Ave Intersection Reconstruction	STBG	2028	$864,000	88	Yes
City of Ames	E 13th St (McCormick Ave to Dayton Ave) Reconstruction	STBG	2030	$995,000	84	Yes
City of Ames	Duff Ave (6th St to 13th St) Mill & Overlay	STBG	2028	$840,000	81	Yes

4.4 Requests for Project Modifications

During the application cycle for new projects, sponsors of projects currently programmed in the TIP can also provide the AAMPO notice of any major or minor changes to their projects. If the changes being requested to the project are major (as defined in 9.1 Amendments), the AAMPO will typically require the sponsor to submit a new project application. However, if the project changes are minor (as defined in 9.2 Administrative Modifications), sponsors can simply submit a letter to the AAMPO that outlines their desired changes. Letters received from the AAMPO during this year's application cycle can be seen in **Appendix D**.

4.5 Transit Projects

In addition to FHWA program projects, the TIP includes all projects which Federal Transit Administration (FTA) funding may be utilized. A portion of Federal fuel tax revenue is placed in the mass transit account of the Federal Highway Trust Fund for this use. These funds, along with General Fund appropriations, are reserved for transit purposes and are administered by the Federal Transit Administration. The transit portion of the TIP was developed in close coordination with CyRide, the urban transit operator in the AAMPO planning area. The transit projects identified in the FFY 2027-2030 TIP were included within the Passenger Transportation Plan (PTP), meeting the requirement to have the Enhanced Mobility for Seniors and Individuals with Disabilities formulized Federal funding within an approved PTP prior to TIP approval. Please refer to section 8 for a list of transit projects programmed for FFY 2027-2030 along with justifications for all projects programmed in FFY 2027.

5 - FFY 2026 FHWA Project Status Report

It is required to provide a status report for all federal-aid highway projects included in the first fiscal year of the previous TIP. This status report indicates whether the project was authorized/let, is being rolled over to the current TIP, or if the project is being removed from programming. This status report is useful for monitoring the progress being made in implementing the AAMPO's transportation program. See **Table 7** for the project status report for FFY 2026.

Table 7: FFY 2026 Project Status Summary

Funding Source	TPMS ID	Project Description	Federal-Aid	Total Cost	Sponsor	Status
PL	34214	Trans Planning	$133,541	$166,926	AAMPO	Authorized
STBG	52480	CyRide: Vehicle Replacement	$377,050	$908,960	AAMPO	Authorized
STBG	52481	Bloomington Rd (George Washington Carver Ave to 500' W of Eisenhower Ave)	$700,000	$1,000,000	City of Ames	Let on 2/17/26
NHPP	48634	US 30 (Duff Ave to S Dayton Ave)	$9,609,600	$12,137,000	Iowa DOT	Authorized
STBG	57984	MPO Planning Activities: 2050 MTP, TSMO Plan, Duff Ave Study	$321,262	$401,578	AAMPO	Authorized
TAP	52482	S Dayton Ave Trail (Isaac Newton Dr to E Lincoln Way)	$520,000	$650,000	City of Ames	Roll-Over to FFY 2027
NEVI	58122	NEVI Program Implementation (I-35 Exit 113)	$578,160	$803,000	Iowa DOT	Authorized
NHPP	58816	I-35 SB (N of 315th St to 0.5 N of 260th St)	$26,339,450	$32,067,000	Iowa DOT	Authorized

6 - Financial Analysis

6.1 Overview

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

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

The Ames City Council has programmed city sponsored projects in the City of Ames 2026-2031 Capital Improvements Plan (CIP) for the local funding allocation. These funds are generated from the City of Ames annual Road Use Tax Fund (RUTF) distribution, Local Option Sales Tax, and General Obligation (GO) bonds.

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

6.2 Iowa DOT O&M Estimated Expenditures and Funding

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

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

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

6.3 Fiscal Tables

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

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

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

Tables 12-13: These tables summarize projections based on 2023 operations and maintenance data provided by the Iowa DOT. This includes forecasted operations and maintenance data on the federal-aid system (**Table 12**) and forecasted non-federal-aid revenues (**Table 13**). The base year for the data was 2025. The shown projections utilize an assumed annual inflation rate of 4 percent.

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

Table 8: Summary of Costs and Federal-Aid

	2027		2028		2029		2030	
PROGRAM	**Total Cost**	**Federal Aid**	**Total Cost**	**Federal Aid**	**Total Cost**	**Federal Aid**	**Total Cost**	**Federal Aid**
CMAQ	$2,692,200	$1,213,760	$0	$0	$0	$0	$0	$0
CRP	$2,692,200	$940,000	$0	$0	$0	$0	$0	$0
HBP	$0	$0	$0	$0	$0	$0	$0	$0
NHPP	$8,963,000	$7,170,400	$0	$0	$13,310,000	$10,528,000	$24,795,000	$22,315,500
PL	$166,926	$133,541	$166,926	$133,541	$166,926	$133,541	$166,926	$133,541
PRF	$0	$0	$0	$0	$0	$0	$0	$0
STBG	$4,982,183	$3,513,814	$3,683,222	$2,264,000	$4,167,319	$2,660,000	$2,817,319	$1,535,000
TAP	$960,000	$676,000	$0	$0	$0	$0	$0	$0

Table 9: STBG Fiscal Constraint

	2027	2028	2029	2030
UNOBLIGATED BALANCE (CARRYOVER)	$1,645,752	$433,672	$471,406	$113,140
STBG TARGET	$2,301,734	$2,301,734	$2,301,734	$2,301,734
SUBTOTAL	$3,947,486	$2,735,406	$2,773,140	$2,414,874
PROGRAM FUNDS	$3,513,814	$2,264,050	$2,660,000	$1,535,000
BALANCE	**$433,672**	**$471,406**	**$113,140**	**$879,874**

Table 10: TAP Fiscal Constraint

	2027	2028	2029	2030
UNOBLIGATED BALANCE (CARRYOVER)	$684,857	$233,085	$457,313	$681,541
TAP TARGET	$224,228	$224,228	$224,228	$224,228
SUBTOTAL	$909,085	$457,313	$681,541	$905,769
PROGRAM FUNDS	$676,000	$0	$0	$0
BALANCE	**$233,085**	**$457,313**	**$681,541**	**$905,769**

Table 11: CRP Fiscal Constraint

	2027	2028	2029	2030
UNOBLIGATED BALANCE (CARRYOVER)	$749,361	$9,596	$209,831	$410,066
CRP TARGET	$200,235	$200,235	$200,235	$200,235
SUBTOTAL	$949,596	$209,831	$410,066	$610,301
PROGRAM FUNDS	$940,000	$0	$0	$0
BALANCE	**$9,596**	**$209,831**	**$410,066**	**$610,301**

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

	2027	2028	2029	2030
CITY OF AMES TOTAL OPERATIONS	$2,700,452	$2,808,470	$2,920,809	$3,037,642
CITY OF AMES TOTAL MAINTENANCE	$1,914,300	$1,990,872	$2,070,507	$2,153,327
CITY OF GILBERT TOTAL OPERATIONS	$34,294	$35,666	$37,093	$38,576
CITY OF GILBERT TOTAL MAINTENANCE	$142,400	$148,096	$154,020	$160,181
IOWA DOT OPERATIONS AND MAINTENANCE	$1,014,243	$1,036,482	$1,082,380	$1,111,953
TOTAL O&M	**$5,805,690**	**$6,019,587**	**$6,264,809**	**$6,501,679**

Table 13: Forecasted Non-Federal-Aid Revenue

	2027	2028	2029	2030
CITY OF AMES – GENREAL FUND (001)	$980,135	$1,019,341	$1,060,114	$1,102,519
CITY OF AMES – ROAD USE (110)	$10,207,881	$10,616,196	$11,040,844	$11,482,478
CITY OF AMES – OTHER (LOST, BENEFITS, TIF, ETC.)	$439,746	$457,336	$475,629	$494,655
CITY OF AMES – SERVICE DEBT (200)	$9,172,816	$9,539,729	$9,921,318	$10,318,170
CITY OF AMES – CAPITAL PROJECTS (300)	$1,939,048	$2,016,610	$2,097,274	$2,181,165
CITY OF AMES – UTILITIES (600 & UP)	$2,514,108	$2,614,672	$2,719,259	$2,828,029
CITY OF GILBERT – GENREAL FUND (001)	$0	$0	$0	$0
CITY OF GILBERT – ROAD USE (110)	$186,165	$193,612	$201,356	$209,410
CITY OF GILBERT – OTHER (LOST, BENEFITS, TIF, ETC.)	$0	$0	$0	$0
CITY OF GILBERT – SERVICE DEBT (200)	$257,200	$267,488	$278,188	$289,315
CITY OF GILBERT – CAPITAL PROJECTS (300)	$0	$0	$0	$0
CITY OF GILBERT – UTILITIES (600 & UP)	$0	$0	$0	$0
TOTAL NON-FEDERAL-AID ROAD FUND RECEIPTS	**$25,697,100**	**$26,724,983**	**$27,793,983**	**$28,905,742**

Table 14: Iowa DOT Five-Year Program Funding

	($ MILLIONS)			
REVENUES	**2027**	**2028**	**2029**	**2030**
PRIMARY ROAD FUND	$899.9	$835.7	$852.2	$855.2
TIME-21	$135.0	$135.0	$135.0	$135.0
MISCELLANEOUS	$25.0	$25.0	$25.0	$25.0
FEDERAL AID	$524.0	$513.5	$513.3	$515.3
TOTAL	**$1,583.9**	**$1,511.0**	**$1,527.5**	**$1,530.5**
STATEWIDE ALLOCATIONS	**2027**	**2028**	**2029**	**2030**
OPERATIONS & MAINTENANCE (PRF)	$428.7	$438.1	$457.5	$470.0
BACK OF PROGRAM LINE ITEMS & RAIL HWY.	$248.1	$252.9	$253.5	$254.1
TOTAL	**$676.8**	**$691.0**	**$711.0**	**$724.1**
FUNDS AVAILABLE FOR ROW/CONSTRUCTION	**2027**	**2028**	**2029**	**2030**
TOTAL	**$907.1**	**$820.0**	**$816.5**	**$806.4**

7 - FHWA Program (FFY 2027 – 2030)

7.1 Overview

The following pages contain a complete list of location-based projects utilizing FHWA-based funds programmed for FFY 2027 through FFY 2030. Regional projects are shown on a map in **Figure 2**.

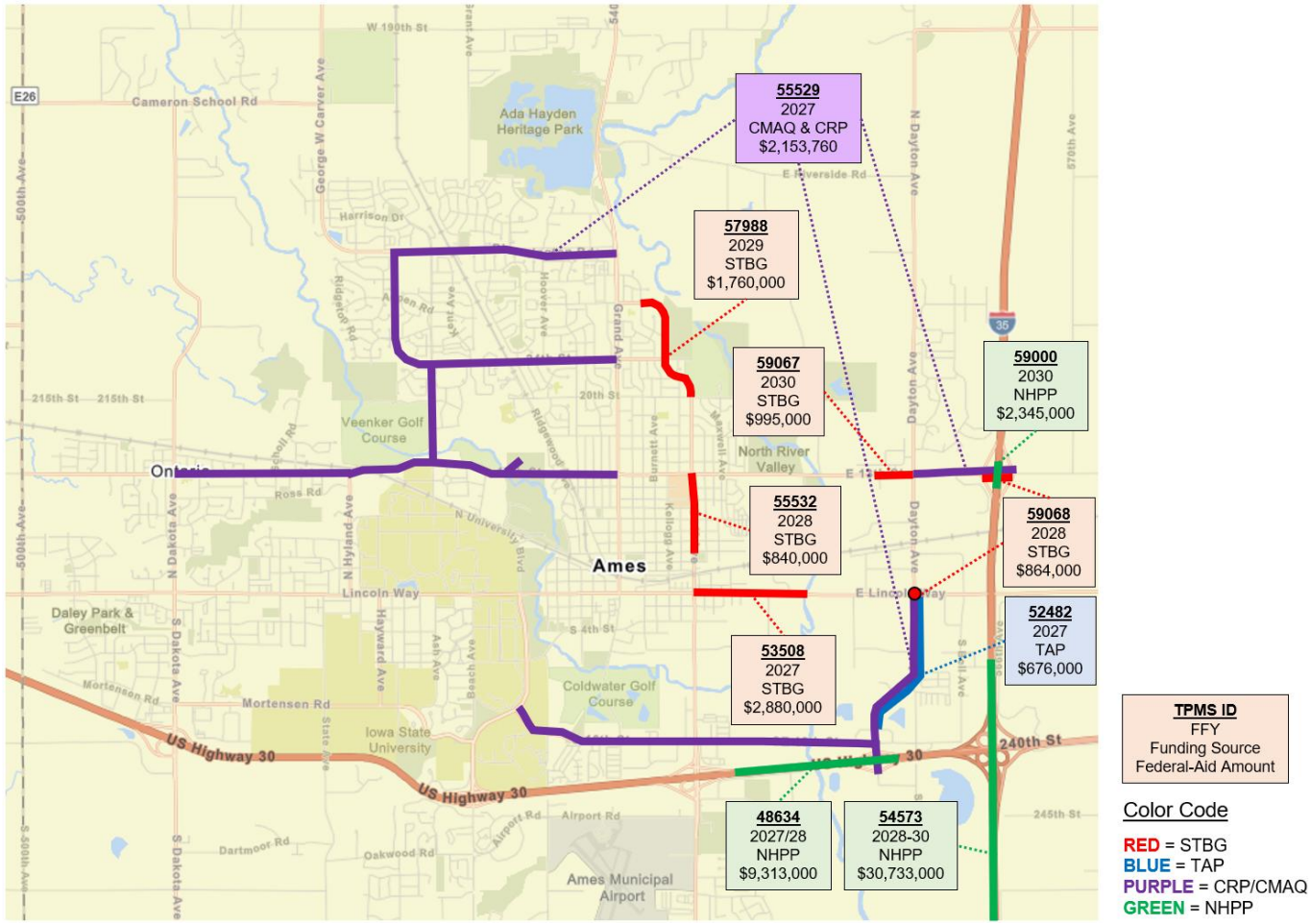


Figure 2: Project Locations (by Project ID)

7.2 Programmed Highway Projects

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
CMAQ								
55529	STP-A-0155(718)--86-85	Submitted	**Total**	**$2,692,200**				**$2,692,200**
Ames	In the city of Ames, Fifth Phase Deployment Ames Traffic Signal Master Plan	3/16/2027	**Federal Aid**	$2,153,760				**$2,153,760**
	Traffic Signals		**Local**	$538,440				**$538,440**
			Regional	$940,000				**$940,000**
NHPP								
48634	NHSX-030()--3H-85	Submitted	**Total**	**$8,963,000**	**$350,000**			**$9,313,000**
Iowa Department of Transportation	US 30: South Skunk River from Duff Ave to Dayton Ave in Ames (EB/WB)		**Federal Aid**	$7,170,400				**$7,170,400**
	Grade and Pave, Bridge Replacement, Culvert New		**DOT**	$1,792,600	$350,000			**$2,142,600**
54573	NHSX-035()--3H-85	Submitted	**Total**		**$6,375,000**	**$13,310,000**	**$22,450,000**	**$42,135,000**
Iowa Department of Transportation	I 35: 0.5 mi S of Co Rd E57/260th St to 0.6 mi N of US 30		**Federal Aid**			$10,528,000	$20,205,000	**$30,733,000**
	Grade and Pave, Bridge Replacement, Right of Way		**DOT**		$6,375,000	$2,782,000	$2,245,000	**$11,402,000**
59000	IMX-035()--02-85	Submitted	**Total**				**$2,345,000**	**$2,345,000**
Iowa Department of Transportation	I 35: 13th St Interchange 1.8 mi N of US 30 in Ames (NB/SB)		**Federal Aid**				$2,110,500	**$2,110,500**
	Bridge Deck Overlay		**DOT**				$234,500	**$234,500**
PL								
34214	RGPL-PA22(RTP)--PL-85	Submitted	**Total**	**$166,926**	**$166,926**	**$166,926**	**$166,926**	**$667,704**
MPO 22 / AAMPO	Trans Planning		**Federal Aid**	$133,541	$133,541	$133,541	$133,541	**$534,164**
	Trans Planning		**Local**	$33,385	$33,385	$33,385	$33,385	**$133,540**
STBG								
57985	RGPL-PA22()--ST-85	Submitted	**Total**	**$320,955**				**$320,955**
MPO 22 / AAMPO	MPO Planning Activities: SRTS Plan, Corridor Studies		**Federal Aid**	$256,764				**$256,764**
	Trans Planning		**Local**	$64,191				**$64,191**
			Regional	$256,764				**$256,764**

Project ID	Project Number	Approval Level		2027	2028	2029	2030	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
STBG								
53499	RGTR-0155()--ST-85	Submitted	**Total**	**$1,061,228**				**$1,061,228**
MPO 22 / AAMPO	CyRide: Vehicle Replacement		**Federal Aid**	$377,050				**$377,050**
	Transit Investments		**Local**	$684,178				**$684,178**
			Regional	$377,050				**$377,050**
53508	STP-U-0155()--70-85	Submitted	**Total**	**$3,600,000**				**$3,600,000**
Ames	In the city of Ames, On E LINCOLN WAY, from S Duff Ave 0.7 miles to S Skunk River		**Federal Aid**	$2,880,000				**$2,880,000**
	PCC Pavement - Grade and Replace		**Local**	$720,000				**$720,000**
			Regional	$2,880,000				**$2,880,000**
59064	RGPL-PA22()--ST-85	Submitted	**Total**		**$200,000**			**$200,000**
MPO 22 / AAMPO	MPO Planning Activities: Duff RR Study		**Federal Aid**		$160,000			**$160,000**
	Trans Planning		**Local**		$40,000			**$40,000**
			Regional		$160,000			**$160,000**
55531	RGTR-0155()--ST-85	Submitted	**Total**		**$1,303,222**			**$1,303,222**
MPO 22 / AAMPO	CyRide: Vehicle Replacement		**Federal Aid**		$400,000			**$400,000**
	Transit Investments		**Local**		$903,222			**$903,222**
			Regional		$400,000			**$400,000**
55532	STP-U-0155()--70-85	Submitted	**Total**		**$1,100,000**			**$1,100,000**
Ames	In the city of Ames, On DUFF AVE, from 6th St N 0.5 miles to 13th St		**Federal Aid**		$840,000			**$840,000**
	Grade and Pave		**Local**		$260,000			**$260,000**
			Regional		$840,000			**$840,000**
59068	STP-U-0155()--70-85	Submitted	**Total**		**$1,080,000**			**$1,080,000**
MPO 22 / AAMPO	In the city of Ames, On E 13th ST EB, from I-35S Ramps E 0.2mi to I-35N Ramps & E Lincoln Way/S Dayton Ave Intersection		**Federal Aid**		$864,000			**$864,000**
	PCC Pavement - Grade and Replace		**Local**		$216,000			**$216,000**
57987	RGPL-PA22()--ST-85	Submitted	**Total**			**$625,000**		**$625,000**
MPO 22 / AAMPO	MPO Planning Activities: 2055 MTP, Mortensen Study, Duff RR Study		**Federal Aid**			$500,000		**$500,000**
	Trans Planning		**Local**			$125,000		**$125,000**

Project ID Sponsor STIP ID	Project Number Location Work Codes	Approval Level Letting Date		2027	2028	2029	2030	Totals
STBG								
57983	RGTR-0155()--ST-85	Submitted	**Total**			**$1,342,319**		**$1,342,319**
MPO 22 / AAMPO	CyRide: Vehicle Replacement		**Federal Aid**			$400,000		**$400,000**
	Transit Investments		**Local**			$942,319		**$942,319**
			Regional			$400,000		**$400,000**
57988	STP-U-0155()--70-85	Submitted	**Total**			**$2,200,000**		**$2,200,000**
Ames	In the city of Ames, On DUFF AVE, from 20th St N 0.8 miles to Northwood Dr		**Federal Aid**			$1,760,000		**$1,760,000**
	Grade and Pave		**Local**			$440,000		**$440,000**
			Regional			$1,760,000		**$1,760,000**
59065	RGPL-PA22()--ST-85	Submitted	**Total**				**$175,000**	**$175,000**
MPO 22 / AAMPO	MPO Planning Activities: 2055 MTP		**Federal Aid**				$140,000	**$140,000**
	Trans Planning		**Local**				$35,000	**$35,000**
			Regional				$140,000	**$140,000**
59066	RGTR-0155()--ST-85	Submitted	**Total**				**$1,342,319**	**$1,342,319**
MPO 22 / AAMPO	CyRide: Vehicle Replacement		**Federal Aid**				$400,000	**$400,000**
	Transit Investments		**Local**				$942,319	**$942,319**
			Regional				$400,000	**$400,000**
59067	STP-U-0155()--70-85	Submitted	**Total**				**$1,300,000**	**$1,300,000**
MPO 22 / AAMPO	In the city of Ames, On E 13TH ST, from McCormick Ave E 0.2 miles to Dayton Ave		**Federal Aid**				$995,000	**$995,000**
	PCC Pavement - Grade and Replace		**Local**				$305,000	**$305,000**
			Regional				$995,000	**$995,000**
TAP								
52482	TAP-U-0155(717)--8I-85	Submitted	**Total**	**$960,000**				**$960,000**
Ames	In the city of Ames, trail along S Dayton Ave, from Isaac Newton Dr to E Lincoln Way	11/17/2026	**Federal Aid**	$676,000				**$676,000**
	Ped/Bike Grade & Pave		**Local**	$284,000				**$284,000**
			Regional	$676,000				**$676,000**

8 - FTA Program (FFY 2027-2030)

8.1 Overview

The following pages contain a complete list of projects utilizing FTA-based funds programmed for FFY 2027 through FFY 2030. The justification for all FFY 2027 transit projects is also provided.

8.2 Programmed Transit Projects

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2027	2028	2029	2030	Totals
11469 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,VSS,Low Floor,Biodiesel,AVL,Auxiliary Heater Unit # 00108	Total	$1,058,600				$1,058,600
				FTA	$899,810				$899,810
				Local	$158,790				$158,790
11908 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft) UFRC,VSS,Low Floor,Biodiesel,AVL,Auxiliary Heater Unit # 00186	Total	$1,058,600				$1,058,600
				FTA	$899,810				$899,810
				Local	$158,790				$158,790
11909 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft) Diesel,UFRC,VSS,Low Floor,Biodiesel,AVL,Auxiliary Heater Unit # 00187	Total	$1,058,600				$1,058,600
				FTA	$899,810				$899,810
				Local	$158,790				$158,790
11974 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft) UFRC,VSS,Low Floor,Biodiesel,AVL,Auxiliary Heater Unit # 00188	Total	$1,058,600				$1,058,600
				FTA	$899,810				$899,810
				Local	$158,790				$158,790
11975 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,VSS,Low Floor,Biodiesel,AVL,Auxiliary Heater Unit # 00189	Total	$1,058,600				$1,058,600
				FTA	$899,810				$899,810
				Local	$158,790				$158,790
11976 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft) UFRC,VSS,Low Floor,Biodiesel,AVL,Auxiliary Heater Unit # 00504	Total	$1,058,600				$1,058,600
				FTA	$899,810				$899,810
				Local	$158,790				$158,790
11978 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,VSS,Low Floor,Biodiesel,AVL,Auxiliary Heater Unit # 00126	Total	$1,058,600				$1,058,600
				FTA	$899,810				$899,810
				Local	$158,790				$158,790
11979 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,VSS,Low Floor,Biodiesel,AVL,Auxiliary Heater Unit # 00127	Total	$1,058,600				$1,058,600
				FTA	$899,810				$899,810
				Local	$158,790				$158,790
11980 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,VSS,Low Floor,Biodiesel,AVL,Auxiliary Heater Unit # 00128	Total	$1,058,600				$1,058,600
				FTA	$899,810				$899,810
				Local	$158,790				$158,790

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2027	2028	2029	2030	Totals
11981 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,VSS,Low Floor,Biodiesel,AVL,Auxiliary Heater Unit # 00418	Total	$1,058,600				$1,058,600
				FTA	$899,810				$899,810
				Local	$158,790				$158,790
11982 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,VSS,Low Floor,Biodiesel,AVL,Auxiliary Heater Unit # 00419	Total	$1,058,600				$1,058,600
				FTA	$899,810				$899,810
				Local	$158,790				$158,790
11983 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,VSS,Low Floor,Biodiesel,AVL,Auxiliary Heater Unit # 00420	Total	$1,058,600				$1,058,600
				FTA	$899,810				$899,810
				Local	$158,790				$158,790
11984 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,VSS,Low Floor,Biodiesel,AVL,Auxiliary Heater Unit # 00421	Total	$1,058,600				$1,058,600
				FTA	$899,810				$899,810
				Local	$158,790				$158,790
11985 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,VSS,Low Floor,Biodiesel,AVL,Auxiliary Heater Unit # 00422	Total	$1,058,600				$1,058,600
				FTA	$899,810				$899,810
				Local	$158,790				$158,790
11986 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,VSS,Low Floor,Biodiesel,AVL,Auxiliary Heater Unit # 00424	Total	$1,058,600				$1,058,600
				FTA	$899,810				$899,810
				Local	$158,790				$158,790
11987 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,VSS,Low Floor,Biodiesel,AVL,Auxiliary Heater Unit # 00425	Total	$1,058,600				$1,058,600
				FTA	$899,810				$899,810
				Local	$158,790				$158,790
11988 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft) UFRC,VSS,Low Floor,Biodiesel,AVL,Auxiliary Heater Unit # 00429	Total	$1,058,600				$1,058,600
				FTA	$899,810				$899,810
				Local	$158,790				$158,790
11989 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft) UFRC,VSS,Low Floor,Biodiesel,AVL,Auxiliary Heater Unit # 00430	Total	$1,058,600				$1,058,600
				FTA	$899,810				$899,810
				Local	$158,790				$158,790

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2027	2028	2029	2030	Totals
11990 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft) UFRC,VSS,Low Floor,Biodiesel,AVL,Auxiliary Heater Unit # 00431	Total	$1,058,600				$1,058,600
				FTA	$899,810				$899,810
				Local	$158,790				$158,790
11991 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft) UFRC,VSS,Low Floor,Biodiesel,AVL,Auxiliary Heater Unit # 00432	Total	$1,058,600				$1,058,600
				FTA	$899,810				$899,810
				Local	$158,790				$158,790
12139 Ames Transit Agency (CyRide)	PTIG Submitted	Capital	Roof/HVAC Replacement with Skylight Fall Protection (Lanes 1, 2 & Admin Building)	Total	$752,626				$752,626
				FTA					
				DOT	$602,101				$602,101
				Local	$150,525				$150,525
12143 Ames Transit Agency (CyRide)	STBG Submitted	Capital	Heavy Duty Bus (40-42ft.) UFRC,VSS,Low Floor,Electric Unit # 00188	Total	$471,313				$471,313
				FTA	$377,050				$377,050
				Local	$94,263				$94,263
920 Ames Transit Agency (CyRide)	5310 Submitted	Capital	Bus Shelters	Total	$40,000	$80,000	$80,000		$200,000
				FTA	$32,000	$64,000	$64,000		$160,000
				Local	$8,000	$16,000	$16,000		$40,000
11457 Ames Transit Agency (CyRide)	5310 Submitted	Capital	Infotainment Signage for Annunciators	Total	$92,123	$126,469	$132,793		$351,385
				FTA	$73,698	$101,175	$106,234		$281,107
				Local	$18,425	$25,294	$26,559		$70,278
914 Ames Transit Agency (CyRide)	5307,STA Submitted	Operations	General Operations	Total	$16,400,728	$16,892,750	$17,399,533	$17,921,518	$68,614,529
				FTA	$4,468,885	$4,709,674	$4,945,158	$5,192,415	$19,316,132
				DOT	$1,103,542	$1,158,719	$1,216,655	$1,277,488	$4,756,404
				Local	$10,828,301	$11,024,357	$11,237,720	$11,451,615	$44,541,993
919 Ames Transit Agency (CyRide)	5310 Submitted	Other	Contracted Paratransit Service	Total	$297,636	$365,204	$383,464	$402,638	$1,448,942
				FTA	$238,109	$292,163	$306,771	$322,110	$1,159,153
				Local	$59,527	$73,041	$76,693	$80,528	$289,789
6012 Ames Transit Agency (CyRide)	5310 Submitted	Operations	Annunciator Annual Service Fees	Total	$214,049	$224,752	$235,990	$247,789	$922,580
				FTA	$171,239	$179,801	$188,791	$198,230	$738,061
				Local	$42,810	$44,951	$47,199	$49,559	$184,519

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2027	2028	2029	2030	Totals
11459 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Maintenance/Administrative Facility Expansion Construction	Total		$17,410,858			$17,410,858
				FTA		$13,928,686			$13,928,686
				Local		$3,482,172			$3,482,172
11466 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,VSS,Low Floor,Biodiesel,AVL,Auxiliary Heater Unit # 00105	Total		$1,164,460			$1,164,460
				FTA		$989,791			$989,791
				Local		$174,669			$174,669
11467 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,VSS,Low Floor,Biodiesel,AVL,Auxiliary Heater Unit # 00106	Total		$1,164,460			$1,164,460
				FTA		$989,791			$989,791
				Local		$174,669			$174,669
11468 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,VSS,Low Floor,Biodiesel,AVL,Auxiliary Heater Unit # 00107	Total		$1,164,460			$1,164,460
				FTA		$989,791			$989,791
				Local		$174,669			$174,669
11470 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,VSS,Low Floor,Biodiesel,AVL,Auxiliary Heater Unit # 00109	Total		$1,164,460			$1,164,460
				FTA		$989,791			$989,791
				Local		$174,669			$174,669
11471 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,VSS,Biodiesel,AVL,Auxiliary Heater Unit # 00110	Total		$1,164,460			$1,164,460
				FTA		$989,791			$989,791
				Local		$174,669			$174,669
11472 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,VSS,Low Floor,Biodiesel,AVL,Auxiliary Heater Unit # 00180	Total		$1,164,460			$1,164,460
				FTA		$989,791			$989,791
				Local		$174,669			$174,669
11473 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,VSS,Low Floor,Biodiesel,AVL,Auxiliary Heater Unit # 00181	Total		$1,164,460			$1,164,460
				FTA		$989,791			$989,791
				Local		$174,669			$174,669
11474 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,VSS,Low Floor,Biodiesel,AVL,Auxiliary Heater Unit # 00182	Total		$1,164,460			$1,164,460
				FTA		$989,791			$989,791
				Local		$174,669			$174,669

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2027	2028	2029	2030	Totals
11475 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,VSS,Low Floor,Biodiesel,AVL,Auxiliary Heater Unit # 00184	Total		$1,164,460			$1,164,460
				FTA		$989,791			$989,791
				Local		$174,669			$174,669
11476 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Articulated Bus (60 ft.) UFRC,VSS,Low Floor,Biodiesel,AVL,Auxiliary Heater Unit # 00660	Total		$1,487,962			$1,487,962
				FTA		$1,264,768			$1,264,768
				Local		$223,194			$223,194
11477 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Articulated Bus (60 ft.) UFRC,VSS,Low Floor,Biodiesel,AVL,Auxiliary Heater Unit # 00661	Total		$1,487,962			$1,487,962
				FTA		$1,264,768			$1,264,768
				Local		$223,194			$223,194
11485 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft) UFRC,VSS,Low Floor,Biodiesel,AVL,Auxiliary Heater Unit # 00183	Total		$1,164,460			$1,164,460
				FTA		$989,791			$989,791
				Local		$174,669			$174,669
11999 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,VSS,Low Floor,Biodiesel,AVL,Auxiliary Heater Unit # 01111	Total		$1,164,460			$1,164,460
				FTA		$989,791			$989,791
				Local		$174,669			$174,669
12000 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,VSS,Low Floor,Biodiesel,AVL,Auxiliary Heater Unit # 01112	Total		$1,164,460			$1,164,460
				FTA		$989,791			$989,791
				Local		$174,669			$174,669
12001 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,VSS,Low Floor,Biodiesel,AVL,Auxiliary Heater Unit # 01113	Total		$1,164,460			$1,164,460
				FTA		$989,791			$989,791
				Local		$174,669			$174,669
12002 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,VSS,Low Floor,Biodiesel,AVL,Auxiliary Heater Unit # 01114	Total		$1,164,460			$1,164,460
				FTA		$989,791			$989,791
				Local		$174,669			$174,669
12003 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,VSS,Low Floor,Biodiesel,AVL,Auxiliary Heater Unit # 01115	Total		$1,164,460			$1,164,460
				FTA		$989,791			$989,791
				Local		$174,669			$174,669

Project ID Sponsor	Funds Approval Level	Project Type	Description Options Vehicle Unit Number		2027	2028	2029	2030	Totals
12004 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Heavy Duty Bus (40-42 ft.) UFRC,VSS,Low Floor,Biodiesel,AVL,Auxiliary Heater Unit # 01116	Total		$1,164,460			$1,164,460
				FTA		$989,791			$989,791
				Local		$174,669			$174,669
12019 Ames Transit Agency (CyRide)	5339 Submitted	Capital	B100 Vehicle Conversions	Total		$700,000			$700,000
				FTA		$630,000			$630,000
				Local		$70,000			$70,000
12020 Ames Transit Agency (CyRide)	5339 Submitted	Capital	Underground Biodiesel B100 Fuel Tank	Total		$100,000			$100,000
				FTA		$90,000			$90,000
				Local		$10,000			$10,000

8.3 FFY 2027 Transit Project Justifications

General Operations (5307/STA)

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

Infotainment Signage for Annunciators (5310)

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

Annunciator Annual Service Fees (5310)

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

Contracted Paratransit Service (5310)

According to Federal regulations, public transit agencies providing fixed-route transit service in their community must also provide door-to-door transportation services within a ¾ mile area of that fixed-route service. Therefore, CyRide purchases transportation service for its Dial-A-Ride service operation in order to meet this American Disability Act (ADA) requirement. This service has been expanded to provide services beyond ADA to include the entire Ames city limits.

Bus Shelters (5310)

The CyRide Bus Stop Plan recommends bus stop shelters or other amenities (benches, trash cans, etc.) along the fixed-route system route corridors where high transit demand is required. From the prioritization of recommended stop improvements, CyRide will systematically replace its brown

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

Heavy Duty Forty-Foot Bus Replacement (5339)

Twenty large forty-foot buses have exceeded FTA guidelines for useful life. Buses are identified as: 00504, 00186, 00187, 00188, 00189, 00126, 00127, 00128, 00418, 00419, 00420, 00421, 00422, 00424, 00425, 00429, 00430, 00431, 00432, 00188. If these buses rank high enough within the state's PTMS process throughout the year, they will be replaced with 40' heavy-duty low-floor buses. The state received a $27.8 million award last year which has not been formally allocated yet but CyRide assumes that some of these buses might be considered. If funded, these replacement vehicles will all be ADA accessible.

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

CyRide's goal is to integrate 17 battery-electric buses (BEBs) total within its fleet operating throughout its system. It currently has seven BEBs operating in revenue service.

CyRide was awarded 2027 Surface Transportation Block Grant (STBG) funding for $225,000 in the AAMPO's 2024's STBG application process to upgrade a 40-foot standard heavy-duty bus replacement to a 40-foot BEB. Two years ago, CyRide requested this funding to be increased to $337,050 due to dramatic bus price increases in order to complete a future procurement estimated at $1,585,773. In 2027, the forty-foot bus specifically identified to be replaced and upgraded to a BEB is 00188 - a 2008 Gillig that is 19 years old. The base portion of this bus should be awarded within the next year with discretionary funding. The Ames Area Metropolitan Planning Organization has approved STBG funding at $337,050 federal for FY2027 for this BEB upgrade to procure CyRide's eighth BEB in its fleet. This replacement BEB vehicle will be ADA accessible.

Roof/HVAC Replacement with Skylight Fall Protection (PTIG)

CyRide is requesting funding to replace its 2008 Administration Building roof and 2005 Bus Storage Garage (lanes 1 & 2) roof as well as HVAC equipment serving those two bus lanes which are past their useful life of 15 years old. These areas are 18 and 21 years of age respectively. Water leaks inside the facility due are becoming more frequent and troublesome in the technology closet, board meeting room, office spaces, hallways and bus lanes. Additionally, CyRide is planning to add fall protection skylight safety screens to all 38 roof skylights and install a perimeter fall protection railing on the south wall edge of the facility to enhance employee safety during roof maintenance periods.

9 – TIP Revision Procedures

The process for programming a project for funding in the TIP/STIP begins with a project being selected for inclusion, followed by a demonstration of fiscal constraint. After full funding has been ensured and approval is received, revisions may occur. Revisions to the TIP and STIP can be common given the frequent changes in engineering design, environmental issues, contracting issues, project readiness, and other factors that may require adjustments to schedules and budgets. Minor revisions may be made through **administrative modification**, while major revisions require an **amendment**.

9.1 Amendments

Amendments to federal-aid projects include the addition or deletion of a project or a major change in design concept or scope. Changes that meet any of the following criteria are considered amendments.

- Schedule Changes: Increase federal aid by more than 30 percent or increase total federal aid by more than $2 million from the original amount.
- Schedule Changes: Federal-aid projects added or deleted from the TIP.
- Funding Source: Adding an additional federal funding source.
- Scope Changes: Changing the project termini, project alignment, the amount of through traffic lanes, type of work from an overlay to reconstruction, or a change to include widening of the roadway.

Amendments must follow the procedure outlined in the AAMPO's Public Participation Plan. This includes being reviewed by the Transportation Technical Committee (TTC) and the Transportation Policy Committee (TPC). A minimum of a 10-day public comment period then must occur. Finally, a public hearing and final approval of the amendment must occur at a second Transportation Policy Committee meeting.

9.2 Administrative Modifications

An administrative modification can include minor changes to project costs and project/project phase initiation dates. Any proposed changes that meet any of the following criteria are considered administrative modifications.

- Project Cost: Projects in which the recalculated federal aid increases by less than 30 percent or do not increase total federal aid by more than $2 million from the original amount.
- Schedule Changes: Changes in schedules to federal-aid projects included in the first four years of the TIP.
- Funding Source: Changing funding from one source to another.
- Scope Changes: All changes increasing a federal aid project's scope (project termini) require an amendment.

Administrative modifications are processed internally and are shared with the Transportation Technical and Policy Committees, the public, and AAMPO stakeholders as informational items.

Appendix A – Resolution of Adoption

[Placeholder for Resolution of Adoption]

Appendix B – Self-Certification of Planning Activities

AMES AREA METROPOLITAN PLANNING ORGANIZATION
ANNUAL SELF-CERTIFICATION

In accordance with 23 CFR 450.336 (), the STATE DEPARTMENT OF TRANSPORTATION and the Ames Area Metropolitan Planning Organization for the Ames, Iowa urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

(1) 23 U.S.C. 134, 49 U.S.C. Section 5303, and 23 CFR Part 450;

(2) In nonattainment and maintenance areas, Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d) and 40 CFR 93);

(3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;

(4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;

(5) Section 1101(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Pub. L. 109-59) regarding the involvement of Disadvantaged Business Enterprises in FHWA and FTA funded planning;

(6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

(7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27,37, and 38, and USDOT implementing regulation;

(8) Older Americans Act, as amended (42 U.S.C. 6101);

(9) 23 U.S.C. 324, regarding prohibition of discrimination based on gender; and

(10) Section 504 of the Rehabilitation Act of 1973 and 49 CFR Part 27, regarding discrimination against individuals with disabilities.

For AAMPO:

Kyle Thompson
Transportation Planner

04-28-2026
Date

Appendix C – List of Federal and State Funding Programs

Federal Funding Sources

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

- **Bridge Formula Program (BFP).** The BFP provides funding for highway bridge replacement, rehabilitation, preservation, protection, and construction projects on public roads. BFP funds are apportioned to states on a formula basis. A significant portion of Iowa's BFP funds will be utilized to implement bridge construction projects in Iowa's cities and counties through the DOT's City Bridge Program and by directly targeting BFP funds to Iowa's 99 counties.

- **Carbon Reduction Program (CRP).** CRP provides funding for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources. CRP funds are apportioned to states on a formula basis. A portion of this funding is allocated to MPOs.

- **Congestion Mitigation and Air Quality Improvement Program (CMAQ).** CMAQ provides flexible funding for transportation projects and programs to help meet the requirements of the Clean Air Act. These projects can include those that reduce congestion and improve air quality. CMAQ funds are apportioned to states on a formula basis.

- **Discretionary Grants (GRNT).** The FHWA administers discretionary grant programs through various offices representing special funding categories. Examples of discretionary grant awards include awards from programs including Rebuilding American Infrastructure with Sustainability and Equity (RAISE), Nationally Significant Multimodal Freight and Highway Projects (INFRA), National Infrastructure Project Assistance Program (MEGA), Rural Surface Transportation Grant Program, Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT), and Safe Streets and Roads for All (SS4A), among many others. Discretionary funds are awarded to applicants based on the merits of the proposed project(s), that is, project sponsors compete for these monies with no guarantee of success.

- **Earmark (ERMK).** Projects with funding identified directly in federal Authorization or Appropriations bills are considered earmark funds. The projects are funded with money set aside for Community Project Funding/Congressionally Directed Spending and awarded by members of Congress.

- **Federal Lands Access Program (FLAP) and Tribal Transportation Program (TTP).** The FLAP Program provides funding for projects that improve transportation facilities that provide access to or are located within federal lands. The FLAP funding will be distributed through a grant process where a group of FHWA, Iowa DOT, and local government representatives will solicit, rank, and select projects to receive funding. The TTP provides safe and adequate transportation and public road access to and within Indian reservations and Indian lands. Funds are allocated among the Tribes through a statutory formula based on tribal population, road mileage, and average tribal shares under the SAFETEA-LU Indian Reservation Road program.

- **Highway Safety Improvement Program (HSIP).** is a core federal-aid program that funds projects with the goal of achieving a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal land. A portion of this funding is targeted for use on local high-risk roads and railway-highway crossings.

- **Metropolitan Planning Program (PL).** BIL directs FHWA to apportion funding as a lump sum for each State then each State's PL apportionment is calculated based on a ratio specified in law. The State DOT is then required to make the PL funds available to MPOs in accordance with a formula developed by the State DOT and approved by the FHWA. PL funds are available for MPOs to carry out the metropolitan transportation planning process required by 23 U.S.C. 134, including development of metropolitan area transportation plans and transportation improvement programs. For programming purposes MPOs should program only the new PL target provided by the Systems Planning Bureau. Any carryover funds identified by Systems Planning need not be added to, or subtracted from, the PL target.

- **National Highway Freight Program (NHFP).** NHFP funds are distributed to states via a formula process and are targeted towards transportation projects that contribute to the efficient movement of freight on the National Highway Freight Network. Ten percent of NHFP funds will be targeted towards non-DOT sponsored projects.

- **National Highway Performance Program (NHPP).** NHPP funds are available to be used on projects that improve the condition and performance of the National Highway System (NHS), including some state and U.S. highways and interstates.

- **State Planning and Research (SPR).** SPR funds are available to fund statewide planning and research activities. A portion of SPR funds are provided to RPAs to support transportation planning efforts.

- **Surface Transportation Block Grant Program (STBG).** This program is designed to address specific issues identified by Congress and provides flexible funding for projects to preserve or improve the condition/performance of transportation facilities, including any federal-aid highway or public road bridge. STBG funding may

be utilized on:

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

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

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

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

Iowa DOT-Administered Grant Program Funding Sources

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

- **City Bridge Program.** A portion of STBG funding dedicated to local bridge projects is set aside for the funding of replacement or rehabilitation of city-owned bridges that have been classified by an engineering inspection as poor. Projects are rated and prioritized by the Local Systems Bureau with awards based upon criteria identified in the application process. Projects awarded grant funding are subject to a federal-aid obligation limitation of $1,500,000.

  For more information on the city bridge program, please contact the Local Systems Bureau, 800 Lincoln Way, Ames, Iowa 50010 or by telephone at 515-239-1291.

- **Highway Safety Improvement Program – Local (HSIP-Local).** This program is funded using a portion of Iowa's Highway Safety Improvement Program apportionment and

funds county and city low-cost to medium-cost systemic safety improvements. Federal HSIP funding targeted towards these local projects is swapped for Primary Road Fund dollars.

For more information on the HSIP-Local program, please contact the Traffic and Safety Bureau, 800 Lincoln Way, Ames, Iowa 50010 or by telephone at 515-239-1557.

- **Iowa Clean Air Attainment Program (ICAAP).** The ICAAP funds projects with the highest potential for reducing transportation-related congestion and air pollution that improve motor vehicle traffic flow, reduce traffic congestion and vehicle-miles of travel, and reduce single-occupant vehicle travel. This program utilizes $4 million of Iowa's CMAQ apportionment annually.

  For more information on the ICAAP program, please contact the Systems Planning Bureau, 800 Lincoln Way, Ames, Iowa 50010 or by telephone at 515-239-1664.

- **Recreational Trails Program.** This program provides federal funding for both motorized and nonmotorized trails and trail-related projects and is funded through a takedown from Iowa's TA Set-Aside funding. The decision to participate in this program is made annually by the Iowa Transportation Commission.

  For more information on the Recreational Trails Program, please contact the Systems Planning Bureau, 800 Lincoln Way, Ames, Iowa 50010 or by telephone at 515-239-1664.

- **Statewide Transportation Alternatives Set-Aside Program.** This program makes available federal TA Set-Aside funds to locally sponsored projects that emphasize the expansion of the multi-modal trail network through the completion of trail linkages, safe routes to school projects, and projects located immediately adjacent to a state-designated Iowa Byway.

  For more information on the Statewide Transportation Alternatives Program, please contact the Systems Planning Bureau, 800 Lincoln Way, Ames, Iowa 50010 or by telephone at 515-239-1664.

Federal and State Transit Funding Programs

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

- **Metropolitan Transportation Planning program (Section 5303 and 5305)**. FTA provides funding for this program to the state based on its urbanized area populations. The funds are dedicated to support transportation planning projects in

urbanized areas with more than 50,000 persons.

- **Statewide Transportation Planning program (Section 5304 and 5305)**. These funds come to the state based on population and are used to support transportation planning projects in nonurbanized areas. They are combined with the Section 5311 funds and allocated among Iowa's RPAs.

- **Urbanized Area Formula Grants program (Section 5307)**. FTA provides transit operating, planning and capital assistance funds directly to local recipients in urbanized areas with populations over 50,000. Assistance amounts are based on population and density figures and transit performance factors for larger areas. For urbanized areas between 50,000 to 199,999 in population, transit agencies are eligible to receive additional Small Transit Intensive Cities (STIC) funds stipends if the transit service meets or exceeds any of the six STIC performance criteria. Local recipients must apply directly to the FTA.

- **Bus and Bus Facilities Program (Section 5339)**. This funding source is split into three categories: formula, discretionary, and low or no emission vehicle projects. The formula program provides federal assistance for major capital needs, such as fleet replacement and construction of transit facilities. All transit systems in the state are eligible for this program and projects are selected through the PTMS process. The discretionary bus and bus facilities grant program, or 5339(b), is a competitive grant program. Iowa DOT typically submits a statewide application on behalf of Iowa public transit agencies and uses the vehicle replacement list generated by the PTMS rankings as the basis for the project submitted. The low or no mission vehicle program, 5339(c), provides funding for alternative power or fuel vehicles and/or facilities. Iowa DOT will submit an application for transit agencies interested in those technologies. For the 5339(b) and 5339(c) programs, larger public transit agencies serving populations over 50,000 can apply directly to FTA if they desire.

- **Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310)**. Funding is provided through this program to increase mobility for the elderly and persons with disabilities. Part of the funding is administered along with the nonurbanized funding with the remaining funds allocated among urbanized transit systems in areas with a population of less than 200,000. Urbanized areas with more than 200,000 in population receive a direct allocation.

- **Formula Grants for Rural Areas (Section 5311)**. This program provides capital and operating assistance for rural and small urban transit systems. Fifteen percent of these funds are allocated to intercity bus projects. A portion of the funding is also allocated to support rural transit planning. The remaining funds are combined with the rural portion of Section 5310 funds and allocated among regional and small urban transit systems based on their relative performance in the prior year. Note, CyRide is

not eligible for this funding.

- **Rural Transit Assistance Program (RTAP) (Section 5311(b)(3))**. This funding is used for statewide training events and to support transit funding fellowships for regional and small urban transit staff or planners. Note, CyRide is not eligible for this funding.

- **FHWA Flexible funds**. Certain Title 23 funds may be used for transit purposes. Transit capital assistance is an eligible use of STBG funds. Transit capital and startup operating assistance is an eligible use of CMAQ/ICAAP funds. When CMAQ/ICAAP and STBG funds are programmed for transit projects, they are transferred to the FTA. The CMAQ/ICAAP funds are administered by the Iowa DOT's Public Transit team. STBG funds for small urban and regional transit systems are also administered the Public Transit team.

- **State Transit Assistance (STA)**. All public transit systems are eligible for funding. These funds can be used by the public transit system for operating, capital, or planning expenses related to the provision of open-to-the-public passenger transportation. The majority of the funds received in a fiscal year are distributed to individual transit systems on the basis of a formula using performance statistics from the most recent available year.

    - **STA Fellowship Program.** Each year $175,000 is set aside from the total STA funds to provide large urban transit systems not eligible for RTAP funding with fellowships to attend transit training conferences and seminars or to purchase transit-related training materials.
    - **STA Special Projects**. The Iowa DOT sets aside approximately $196,900 annually from the State Transit Assistance (STA) fund for Special Projects. Special Projects are extraordinary, emergency, or innovative in nature. Grants can include projects which support transit services developed in conjunction with human service agencies or local community partners or statewide projects to improve public transit in Iowa. Projects are intended to assist with start-up of new services that have been identified as needs by health, employment or human service agencies or other community partners. Statewide projects may be used on transit marketing and projects exploring new transit technologies. Applications are available to public transit agencies through the BlackCat software.

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

Appendix D – Requests for Project Modifications

The AAMPO received two requests from the City of Ames (request letters shown on the following pages) to make project adjustments as follows:

- TPMS #55532 (FFY 2028 – Duff Ave (6th St – 13th St) & E 13th St (Dayton Ave to McCormick Ave))
    - Two new project applications were submitted this application cycle which intend to cover the original intent of this project:
        - Duff Ave (6th St – 13th St) Mill & Overlay Project
            - TPMS #55532 (retained original project TPMS ID) in FFY 2028
        - E 13th St (Dayton Ave to McCormick Ave) PCC Reconstruction Project
            - TPMS #59067 in FFY 2030
- TPMS #52482 (FFY 2027 – S Dayton Ave Trail (Isaac Newton Dr to E Lincoln Way))
    - Increase project funding amounts to cover funding shortfall identified by preliminary design & opinion of probable cost (OPC) as follows:
        - Total Construction: $650,000 to $960,000
        - TAP Funding: $520,000 to $676,000 (30% increase)

February 13, 2026

Subject: STBG Grant Applications Amendments

City of Ames would like to request the removal of Project ID 55532 from the TIP.

This project has been resubmitted with the 2026 applications for 2027-28 Arterial Street Pavement Improvements – Duff Ave (6th St to 13th St) and 2029-30 Arterial Street Pavement Improvements – E 13th St (McCormick Ave to Dayton Ave).

Sincerely,

Dean Sayre

Dean Sayre, PE
Public Works
Civil Engineer II

Public Works Department
Engineering
Dean.Sayre@cityofames.org

515.239.5436 main
515.239.5404 fax
515 Clark Ave. P.O. Box 811
Ames, IA 50010
www.CityofAmes.org

CITY OF ames

Caring People • Quality Programs • Exceptional Service

MEMO

To: Kyle Thompson, AAMPO

From: Mark Gansen, Civil Engineer II, Public Works - Traffic

Date: May 12, 2026

SUBJECT: **Proposed Funding Modification to S. Dayton Avenue (Isaac Newton Dr to E Lincoln Way) Shared Use Path, TPMS ID# 52482**

UPDATE:

Through preliminary design of the S. Dayton Avenue path project, a preliminary OPC has been created. This OPC indicates a funding shortfall to complete the project in its entirety. As such, the City of Ames would like to request additional TAP funding to help facilitate the completion of this project. This request would increase the TAP funding from $520,000 to $676,000. Here's additional information on funding items:

	Construction OPC	TAP Funding	Required Local Match	Total Local Funds for Construction	Non-Participating Portion
Prior	$ 650,000.00	$ 520,000.00	$ 130,000.00	$ 130,000.00	$ -
Proposed	$ 960,000.00	$ 676,000.00	$ 169,000.00	$ 284,000.00	$ 55,000.00

Thank you for the consideration. Please let me know if you need any additional information.

Public Works – Traffic Division

515.239.5160 *main*
515.239.5404 *fax*

515 Clark Ave.
Ames, IA 50010
www.CityofAmes.org

Appendix E – Public Comments

No public comments were received on the Draft AAMPO FFY 2027-2030 Transportation Improvement Program.

ITEM #:	**4**
DATE:	**05-26-26**
DEPT:	**AAMPO**

TRANSPORTATION POLICY COMMITTEE ACTION FORM

SUBJECT: **PUBLIC PARTICIPATION PLAN AMENDMENT**

BACKGROUND:

The Public Participation Plan is a federally required document maintained by metropolitan planning organizations (MPOs) which outlines how the MPO will involve the public in its transportation planning and decision-making processes.

The Ames Area MPO's (AAMPO's) Public Participation Plan, last updated in 2024, includes detailed plan development, public involvement, and amendment processes for each of its five core planning documents:

1. Public Participation Plan (PPP)
2. Metropolitan Transportation Plan (MTP)
3. Transportation Improvement Program (TIP)
4. Transportation Planning Work Program (TPWP)
5. Passenger Transportation Plan (PTP)

Currently, the Public Participation Plan dictates that the AAMPO must follow these steps, at a minimum, to amend a core planning document:

1. Review by the Transportation Technical Committee (TTC) (amendments to the PTP must also be reviewed by the Transportation Collaboration of Story County)
2. Initial review by the Transportation Policy Committee (TPC) & setting date of public hearing
3. Minimum 10-day public comment period (45 days for PPP amendments)
4. Public hearing & final approval at a second TPC meeting

Due to the relatively infrequent meeting schedule of the AAMPO's TTC and TPC, the current amendment process often takes a long time to complete without the addition of a special meeting of the TPC, since the amendment must be brought to the TPC twice due to the requirement to hold a public hearing.

In response to the increasing number of requests to amend AAMPO core planning documents, particularly the Transportation Improvement Program (TIP), staff has reviewed the public participation procedures utilized by peer MPOs in Iowa and neighboring states and found that **many MPOs do not require a formal public hearing for all amendments to planning documents, including the TIP.** Instead, these MPOs generally provide a public comment

period and consider adoption of amendments during a regularly scheduled committee meeting.

Federal regulations require MPOs to provide adequate public notice, time for public review and comment, and reasonable opportunities to comment on MPO planning documents, but do not specifically require a formal public hearing for all amendments.

As such, **staff is proposing an amendment to the Public Participation Plan to remove the requirement to hold a separate formal public hearing for each amendment to the AAMPO's core planning documents**. Under the proposed amendment process, amendments would still require TTC review, the applicable public comment period, and approval by the TPC at a public meeting.

This change would maintain opportunities for public input while allowing the AAMPO to complete amendments in a more efficient and timely manner and maintain consistency with other peer MPOs in Iowa.

The proposed amendment as it would appear in the Public Participation Plan is attached. **Note, the proposed amendment includes language which preserves the TPC's discretion to require a public hearing prior to final approval for amendments that may warrant additional public review.**

ALTERNATIVES:

1. Set July 14, 2026, as the date of public hearing for the amendment to the Public Participation Plan.

2. Do not amend the Public Participation Plan.

MPO DIRECTOR'S RECOMMENDED ACTION:

The proposed amendment streamlines the amendment process for the AAMPO's core planning documents by removing the formal public hearing requirement while continuing to provide opportunities for public review and comment consistent with federal public participation requirements and in alignment with other Iowa MPOs. Additionally, the Transportation Technical Committee unanimously recommended its approval. Therefore, it is the recommendation of the MPO Director that the Transportation Technical Committee adopt Alternative No. 1.

ATTACHMENT(S):
Proposed Public Participation Plan Amendment.pdf

5.6 Amendments

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

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

1. Review by the Transportation Technical Committee (TTC)
    - Amendments to the PTP must also be reviewed by the Transportation Collaboration (TC) of Story County.
2. Minimum 10-day public comment period (45 days for the PPP)
3. Approval by the Transportation Policy Committee (TPC) at a public meeting

For certain amendments, the Transportation Policy Committee (TPC) may also require a public hearing prior to final approval.

ITEM #:	**5**
DATE:	**05-26-26**
DEPT:	**AAMPO**

TRANSPORTATION POLICY COMMITTEE ACTION FORM

SUBJECT: PROFESSIONAL SERVICES AGREEMENT WITH TOOLE DESIGN GROUP, LLC FOR SAFE ROUTES TO SCHOOL PLAN

BACKGROUND:

The Ames Area Metropolitan Planning Organization's (AAMPO's) Metropolitan Transportation Plan, *Ames Connect 2050*, and the City of Ames Bicycle-Pedestrian Master Plan, *Walk Bike Roll Ames*, both identify the need to develop a Safe Routes to School (SRTS) Plan for the region.

The SRTS Plan will identify strategies, programs, and infrastructure improvements that enhance safety and accessibility for students walking and bicycling to school. The plan will include all 11 public primary and secondary schools located within the AAMPO planning area, **including schools in both the Ames Community School District and Gilbert Community School District**.

Funding for development of the SRTS Plan is available as follows:

Source	**Amount**
AAMPO Federal Planning Funds	$48,000
City of Ames 2026/27 Transportation Planning Program (Road Use Tax Fund)	$12,000
Total:	**$60,000**

CONSULTANT SELECTION:

Following applicable federal and state-mandated purchasing requirements to allow use of federal planning funds, the AAMPO solicited proposals for the development of the SRTS Plan. On January 8, 2026, staff released a Request for Proposals, with a due date for submittals of February 5, 2026. **The Request for Proposals required that no cost or fee be included with the proposal submittal in accordance with federal requirements for a strictly qualifications-based selection process.**

A project selection team reviewed the received proposals using the following criteria:

Proposal Evaluation Criteria	**Weight**
Project Understanding & Approach	50%
Previous Experience	15%
Project Team & Key Personnel	15%
Understanding of AAMPO	10%
Project Management	10%

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

Rank	Firm(s)	Score
1	Toole Design *(Prime)*, HDR	93
2	MSA	86

Given the above rankings, staff has negotiated a contract (see attached) with the highest-ranked firm, Toole Design Group, LLC. The negotiated agreement has a not-to-exceed amount of $60,000.

The City of Ames is intended to be the lead agency on the project. The AAMPO Policy Committee is being asked to recommend that the Ames City Council award this work to Toole Design Group, LLC. The Ames City Council will be asked to consider this recommendation at a City Council meeting in June 2026.

PROJECT SCOPE & SCHEDULE:

The key services the consultant will perform include the following:

- Assess existing conditions around each public primary and secondary school within the AAMPO planning area. This will include review of existing Safe Routes to School maps, state and national best practices, student-related data as available, pickup/drop-off circulation patterns, crossing guard locations, observed pedestrian and bicycle behaviors, infrastructure gaps, and safety concerns.

- Gather and review data within approximately one-half mile of each school, including crash data, vehicle counts, speed limit data, pedestrian and bicycle counts, and existing sidewalk, trail, and crossing locations and conditions.

- Identify needs and opportunities around each school, including infrastructure gaps and deficiencies, barriers, conflict points, crash trends, and priority Safe Routes to School routes. The consultant will also identify education and encouragement program opportunities and develop a prioritization framework for scoring and ranking projects.

- Develop recommendations and an implementation plan, including a prioritized list of infrastructure projects, planning-level cost estimates, potential funding sources, responsible implementing agencies, sample policies and programs, and a high-level framework for tracking progress after plan adoption.

- Conduct stakeholder and public engagement, including interviews with school principals and/or other school administrative staff, an online survey for students and parents, and in-person public feedback opportunities.

- Create a Safe Routes to School Plan based upon the aforementioned research, analyses, and outreach efforts.

The full scope of work can be found as Attachment A in the attached agreement.

The currently anticipated schedule for the project is:

- **July 2026:** Begin Project
- **July-August 2026:** Initial Outreach to Schools
- **January 2027:** SRTS Plan Workshop with AAMPO Transportation Technical Committee
- **April 2027:** Draft SRTS Plan Presentations to AAMPO Transportation Technical and Policy Committees
- **May 2027:** Final SRTS Plan Adoption

A more detailed schedule can be found on the final page of the attached agreement.

ALTERNATIVES:

1. Recommend that the City of Ames approve the Professional Services Agreement with Toole Design Group, LLC of Minneapolis, Minnesota for creation of a Safe Routes to School Plan in an amount not to exceed $60,000.

2. Direct staff to negotiate an agreement with the next highest ranked firm.

MPO DIRECTOR'S RECOMMENDED ACTION:

The development of a Safe Routes to School Plan will assist the AAMPO, City of Ames, City of Gilbert, Ames Community School District, and Gilbert Community School District in identifying infrastructure improvements, programs, policies, and implementation strategies that support safer and more accessible walking and bicycling routes to schools within the AAMPO planning area.

Toole's proposal demonstrated a strong understanding of the project scope and the needs of the AAMPO planning area. Its previous work on the City of Ames' *Walk Bike Roll Ames* Plan, along with HDR's previous work on the AAMPO's *Ames Connect 2050 Plan* and Comprehensive Safety Action Plan, will also be valuable for creating the SRTS Plan.

The Ames City Council will consider this item at a future meeting based upon the recommendation of the Policy Committee.

Given the project selection team's scoring identifying Toole's proposal as the most qualified, it is the recommendation of the MPO Director that the Transportation Policy Committee adopt Alternative No. 1.

ATTACHMENT(S):
SRTS Plan PSA Agreement w Toole Design.pdf

Contract for Professional Services Between:

City of Ames ("Client") and

Toole Design Group, LLC ("TOOLE")

---

1. Project Overview:
Project Name: Ames Area MPO Safe Routes to School Plan
TOOLE Project Number: 00MSP.00376
Client Name: City of Ames
Contract Effective Date: July 1, 2026

2. Project Information:
TOOLE Budget: **$60,000**
Term of Agreement: July 1, 2026-June 30, 2027
Project Location: Ames, IA

---

3. TOOLE Project Manager:
Name: Shaun Murphy Lopez
Email: smurphylopez@tooledesign.com
Phone: (612) 482-0547

4. Client Project Manager:
Client Organization: City of Ames
Name: Kyle Thompson, P.E., PTP
Email: Kyle.thompson@cityofames.org
Phone: (515) 239-5169

---

5. TOOLE Main Office Contact Information:
Admin/Finance Address:
One Inventa Place, West Tower, Suite 950
Silver Spring, MD 20910
Phone: (301) 927-1900
Contracts: Contracts@tooledesign.com

6. Terms and Conditions:
Except to the extent modified by Amendments (if applicable), Terms and Conditions attached incorporated here shall apply.

Exhibits/Attachments:

- Terms and Conditions
- Attachment A - Scope of Work

AGREEMENT BETWEEN
CITY OF AMES
and
TOOLE DESIGN GROUP, LLC
TOOLE# 00MSP.00376

This Agreement is made as of June 9, 2026, between Toole Design Group, LLC ("TOOLE") having its principal office of business at One Inventa Place, West Tower, Suite 950, Silver Spring, MD 20910, and the City of Ames ("Client"), (collectively the "Parties") having its principal office of business at 515 Clark Ave., Ames, IA 50010.

AGREEMENT

TOOLE and Client agree as follows:

1. Work may begin no earlier than July 1, 2026.

2. This Agreement does not establish a joint-venture, partnership or principal-agent relationship between TOOLE and Client.

3. The scope of this Agreement (the "Project" or "Services") and time period of performance are as indicated in *Attachment A*.

4. Client shall compensate TOOLE by paying a lump sum fee with a not-to-exceed amount of $**60,000**. This is based on the project approach and schedule as further described in Attachment A. If any changes to the project approach and schedule cause a significant impact on the initial lump sum amount, Toole will notify Client in writing and work with Client on an amendment to the lump sum amount. If the lump sum amount has been reached, TOOLE reserves the right to stop work until a written amendment has been executed by both Parties.

5. TOOLE shall submit invoices (no more frequently than once per month) based on the percentage of work completed during that time period, supported by progress for each task or milestone as defined in Attachment A. Payments shall reflect work actually performed and shall not constitute advance payment. Client shall pay TOOLE within thirty (30) days after receipt of invoice. Should the Client fail to make timely payment, TOOLE reserves the right to stop work until payment is received.

6. This Agreement shall automatically terminate on **June 30, 2027**. Before this official date of termination, the obligation to provide further services under this Agreement may be terminated by either party upon five (5) business days' written notice in the event of substantial failure by the other party to perform in accordance with the terms hereof through no fault of the terminating party. Upon any termination, TOOLE will be paid for all services completed to the date of termination.

7. Client shall arrange for access to and make all provisions for TOOLE to enter upon public and private property as required for TOOLE to perform the Services. TOOLE shall be able to reasonably rely on any data or information provided by the Client necessary to perform the Services under this Agreement.

8. Client shall give written notice to TOOLE whenever Client becomes aware of any development that affects the scope or timing of TOOLE's Services.

9. Financial records of TOOLE pertinent to TOOLE's compensation and payments under this Agreement will be kept in accordance with generally accepted accounting practices.

10. TOOLE shall maintain all records (including electronic records) in regard to this Agreement readily available and in legible form. TOOLE shall maintain all books, papers, records, accounting records, files, accounts, reports, cost proposals with backup data, and all other material relating to direct costs charged to this Project, and shall make all such material available at any reasonable time during the term of work on the Project and for three (3) years from the date of final payment to TOOLE auditing, inspection, and copying upon Client's request.

11. Any official notice or other communication required hereunder shall be sent by certified mail (return receipt requested), and/or other methods as mutually agreed upon, and shall be deemed given on the date which such notice is received.

To Contractor at:	Toole Design Group, LLC One Inventa Place, West Tower, Suite 950 Silver Spring, MD 20910
To Client at:	City of Ames 515 Clark Ave. Ames, IA 50010

12. TOOLE has or shall procure and maintain insurance for protection from 1) claims under workers' compensation acts, 2) from claims for damages because of bodily injury including personal injury, sickness, disease or death of any and all employees or of any person other than such employees, and 3) from claims or damages resulting from damage to, loss of use of, and/or destruction of property. TOOLE shall also procure and maintain professional liability insurance for protection from claims arising out of performance of professional services caused by its negligent acts, errors, or omissions. TOOLE shall maintain this insurance at least until the completion of TOOLE's services.

13. To the fullest extent permitted by law, Client and TOOLE each agree to indemnify the other party and the other party's officers, directors, partners, employees, and representatives, from and against losses, damages, and judgments arising from claims by third parties, including reasonable attorneys' fees and expenses recoverable under applicable law, but only to the extent they are found to be caused by a negligent act, error, or omission of the indemnifying party or any of the indemnifying party's officers, directors, members, partners, agents, employees, or subconsultants in the performance of services under this Agreement. If claims, losses, damages, and judgments are found to be caused by the joint or concurrent negligence of Client and TOOLE, they shall be borne by each party in proportion to its negligence.

14. If this Agreement provides for any construction phase services by TOOLE, it is understood that the Contractor, not TOOLE, is responsible for the construction of the project, and that TOOLE is not responsible for the acts or omissions of any contractor, subcontractor or material supplier; for safety precautions, programs or enforcement; or for construction means, methods,

techniques, sequences and procedures employed by the Contractor.

15. The standard of care for all professional services performed or furnished by TOOLE under this Agreement will be the skill and care used by members of TOOLE's profession practicing under similar circumstances at the same time and in the same locality. TOOLE makes no warranties, express or implied, under this Agreement or otherwise, in connection with TOOLE's services.

16. Any dispute resolution process will be governed by the procedures outlined in this Agreement. Any disputes relating to this Agreement shall be submitted to a senior representative of each Party who shall have the authority to enter into an agreement to resolve the dispute ("Representative"). The Representatives shall not have been directly involved in the performance of the Services and shall negotiate in good faith. If the Representatives are unable to resolve the dispute within three weeks or within such longer time period as the representatives may agree, the dispute may be decided by alternative forms of dispute resolution (such as neutral mediation) as mutually agreed or either Party may then pursue its respective rights in law or equity. No written or verbal representation made by either Party in the course of any discussions between the Representatives or other settlement negotiations shall be deemed to be a party admission.

17. This Agreement shall be governed by and constructed and enforced in accordance with the laws of the State of Iowa.

18. If any legal proceedings should be instituted by either party to enforce the terms of this Agreement or to determine the rights of the partied hereto, each party shall pay for their own attorney's fees, expert witness fees, and costs.

19. Force majeure shall be any acts of God or the public enemy; compliance with any order, rule, regulation, decree, or request of any governmental authority or agency or person purporting to act therefore; acts of war, public disorder, rebellion, terrorism, or sabotage; floods, hurricanes, or other storms; strikes or labor disputes; or any other cause, whether or not of the class or kind specifically named or referred to herein, not within the reasonable control of the Party affected. A delay in or failure of performance of either Party shall not constitute a default hereunder nor be the basis for, or give rise to, any claim for damages, if and to the extent such delay or failure is caused by force majeure.

20. Client and TOOLE shall not be liable to each other for indirect, incidental, special, economic consequential, or punitive damages of any kind (including but not limited to lost profits and operation costs).

21. In the event that any term or condition of this Agreement is held to be illegal, invalid, or unenforceable under the Law, such term or condition shall be deemed severed from this Agreement and the remaining terms and conditions shall remain unaffected and thereby continue in full force.

22. This Agreement represents the entire integrated agreement between TOOLE and Client and supersedes and replaces all of the terms and conditions of any prior agreements, arrangements, negotiations, or representations, written or oral, which have not been specifically incorporated by reference herein with respect to this Agreement. This Agreement may be changed, modified

or altered only by written agreement of the parties.

IN WITNESS WHEREOF, the Parties hereto have made, executed and agreed to this Agreement as the day and year first above written.

Toole Design Group, LLC	**City of Ames**
By: _____	By: _____
Name: Ciara Schlichting	Name: John Haila
Title: Director of Operations, Midwest	Title: Mayor of City of Ames

1 PROJECT UNDERSTANDING AND APPROACH

PROJECT UNDERSTANDING

The Ames Area MPO desires to create a SRTS Plan that prioritizes infrastructure projects within a half-mile radius of each school, including seven schools in Ames and four schools in Gilbert. There is a need to establish a decision-making process for consistently applying safety countermeasures across busy streets near schools. Currently there is a mix of treatments including traffic signals, beacons, and crossing guards, but there is not a standard process for their application.

Public engagement with school leaders, parents, students, and other stakeholders will be key to understanding safety issues and needs around each school. Outreach should be convenient, occurring when community members have the time to participate. This will include interviews with school staff, an online survey, in-person outreach at a popular community event, and a workshop with the MPO's Transportation Technical Committee.

The SRTS Plan will also be informed by recently completed plans including the Ames Area MPO Comprehensive Safety Action Plan and the Ames Walk Bike Roll Plan. The resulting SRTS Plan will include specific infrastructure and non-infrastructure recommendations, including not only projects but also the process for determining those projects. Projects will be prioritized based on specific criteria, and likely sources of funding will be identified. Non-infrastructure recommendations, such as walking school buses, will be suggested along with resources for implementation.

Here is a link for a parent and student survey for SRTS projects in Holland, WI.

PROJECT APPROACH

TASK 1: PROJECT MANAGEMENT

Shaun Murphy-Lopez will lead our team as Project Manager and Lead Planner. Mindy Moore will provide local support for planning and engagement as our subconsultant, HDR. Shaun and Mindy have extensive experience leading pedestrian and bicycle-related plans on time and within budget. Shaun will host a kickoff meeting with AAMPO staff, with Mindy as a partner. We will meet monthly with AAMPO staff as a team and submit monthly invoices/progress reports.

TASK 2: EXISTING CONDITIONS ASSESSMENT

Using AAMPO's existing SRTS maps as a starting point, the Toole Design Team will research available data to determine where demand for walking and bicycling to school is higher. In conjunction with Task 5, and by using data and findings from the recent Comprehensive Safety Action Plan, we will identify where safety concerns and infrastructure gaps currently exist. These may be informed by circulation patterns, crossing guard locations, and observed behaviors. We will review existing crash data, vehicle counts, pedestrian/bicycle counts, and existing active transportation infrastructure. Existing conditions will be summarized in a memo and on maps.

TASK 3: IDENTIFICATION OF NEEDS AND OPPORTUNITIES

Based on the results of Task 2 and 5, our team will identify needs within a half-mile of each school, such as gaps, barriers, conflict points, and crash trends. We will identify opportunities such as SRTS routes and education/encouragement programs. Finally, we will recommend a methodology to prioritize projects. Criteria may include cost, safety, demand, feasibility, and proximity to busy streets and/or SRTS routes. We will summarize needs and opportunities in a memo and on maps. We will document and confirm an approach to prioritizing projects.

TASK 4: RECOMMENDATIONS AND IMPLEMENTATION PLAN

Using the information gathered in Tasks 2, 3, and 5, the Toole Design Team will create a list of prioritized infrastructure projects near schools. Each project will include planning-level cost estimates and responsible parties. This list will be accompanied by a decision tree or matrix to establish a standard process for determining preferred treatments for common infrastructure concerns. Recommendations will include SRTS-related programs and policies, performance measures to track progress, and likely funding sources. Our team will organize recommendations into easy-to-read charts and maps.

TASK 5: STAKEHOLDER AND PUBLIC ENGAGEMENT

We will carry out a thorough public engagement process that gathers feedback on existing infrastructure gaps, safety concerns, and potential projects and programs. The process will include:

- **Task 5.1:** Interviews with school principals and/or their designated representatives
- **Task 5.2:** An online survey for students and parents, administered in partnership with school staff
- **Task 5.3:** In-person feedback gathered at a popular community event such as the Farmers' Market or EcoFair
- **Task 5.4:** A workshop with the AAMPO Transportation Technical Committee (TTC)

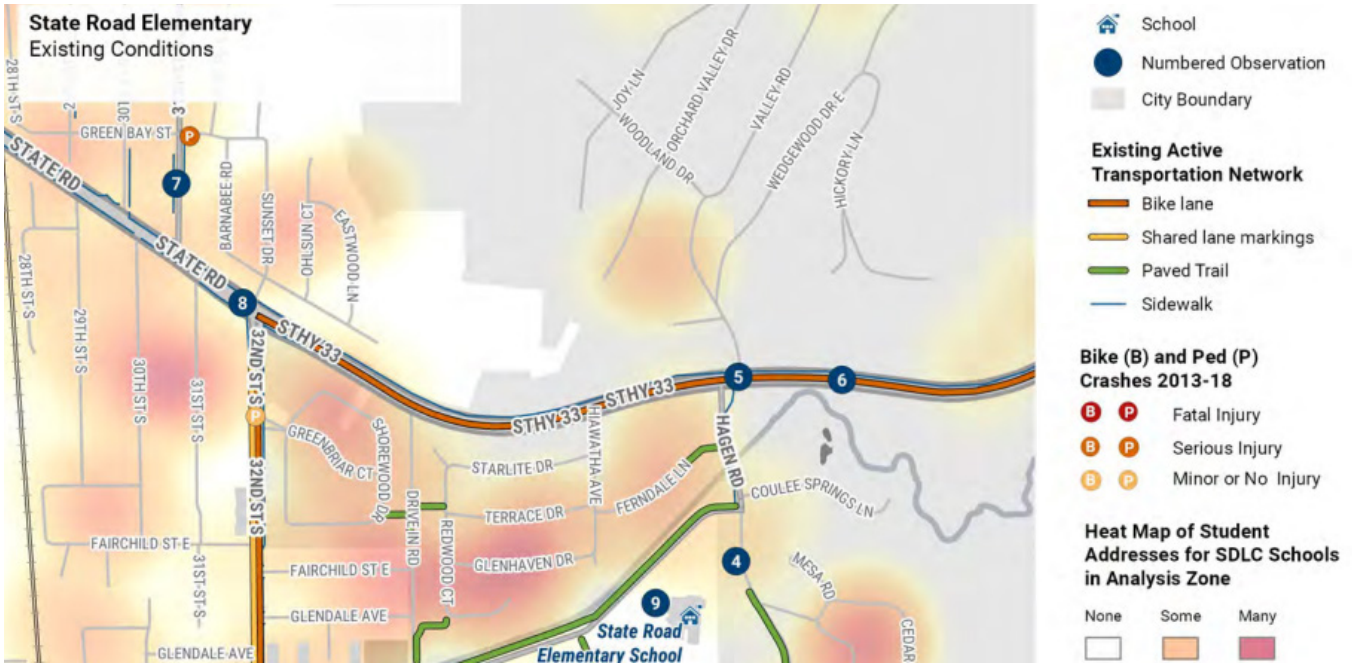
The Toole Design Team will summarize the results of engagement in a memo. Task 5 will conclude with a presentation of the draft plan to the TTC and Transportation Policy Committee (Task 5.5).

TASK 6: DRAFT AND FINAL PLAN

Toole Design will produce a draft plan for review by AAMPO. The draft plan will include memos and other deliverables produced in Tasks 2, 3, 4, and 5. After comments have been received, we will produce a web-optimized PDF version of the plan, as well as two printed copies. Relevant electronic files will be delivered to the AAMPO.

PROJECT DELIVERABLES:

- Monthly team meetings and progress reports
- Memo summarizing existing conditions
- Memo summarizing needs and opportunities, including a prioritization framework
- Prioritized infrastructure projects and programs
- Interviews, online survey, in-person feedback, and a workshop with the TTC
- Memo summarizing public engagement results
- Draft and final Plan, including a final PDF version, two printed copies, and other electronic files



Here is a link to an example analysis of existing conditions near a school in La Crosse, WI.

5 PROJECT MANAGEMENT

SCHEDULE

Toole Design is ready and available to launch and execute this project upon Notice to Proceed. The table below demonstrates Toole Design's proposed timeline for completion of the AAMPO SRTS Plan.

TOOLE DESIGN'S PROJECT MANAGEMENT APPROACH

Shaun Murphy-Lopez will serve as the Project Manager and main point of contact for the Toole Design Team. He will monitor the budget and schedule, lead and oversee all technical work, review project deliverables, ensure quality control, assist in meeting (virtual or in-person) facilitation, and provide routine project status updates to AAMPO staff. Our team's approach to Task 1: Project Management is on page 1, but key points can be summarized here:

- Monthly progress reports and invoices
- Internal kickoff meeting with all project staff and subconsultants to set expectations for roles and communication
- Monthly meetings with the AAMPO and other stakeholders as needed
- Detailed day-by-day scheduling to meet deliverable review deadlines

TASK	2026 Jul	Aug	Sep	Oct	Nov	Dec	2027 Jan	Feb	Mar	Apr	May
1: PROJECT MANAGEMENT											
2: EXISTING CONDITIONS ASSESSMENT											
3: IDENTIFICATION OF NEEDS AND OPPORTUNITIES											
4: RECOMMENDATIONS AND IMPLEMENTATION PLAN											
5: STAKEHOLDER AND PUBLIC ENGAGEMENT											
5.1: Interviews											
5.2: Online Survey											
5.3: In-Person Feedback											
5.4: TTC Workshop											
5.5: Presentations to TTC and TPC											
6: DRAFT AND FINAL PLAN											

ITEM #:	**6**
DATE:	**05-26-26**
DEPT:	**AAMPO**

TRANSPORTATION POLICY COMMITTEE ACTION FORM

SUBJECT: DRAFT TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO) PLAN

BACKGROUND:

The Ames Area Metropolitan Planning Organization (AAMPO) has developed a draft Transportation Systems Management and Operations (TSMO) Plan (see attached) to guide how the region coordinates, manages, and operates the existing transportation system.

The TSMO Plan focuses on improving safety, reliability, mobility, and efficiency through coordinated operations, data, technology, and shared agency practices rather than relying solely on capacity expansion or major capital improvements.

The TSMO Plan was developed to help the region leverage recent and ongoing Intelligent Transportation Systems (ITS) investments, respond to increasing expectations for safe and reliable travel, address operational needs associated with growth and special events, and make more effective use of limited transportation funding.

The plan recognizes that the AAMPO does not own or operate transportation infrastructure directly. Instead, AAMPO's role is to convene regional partners, align priorities, and integrate operations-focused strategies into regional planning, policy, and funding decisions.

The vision of the TSMO Plan is to establish a safe regional transportation network that prioritizes mobility for all users through interagency collaboration and the strategic use of technology and data. The plan identifies several recurring regional needs, including:

- Safety and emergency response
- Communication among agencies and with the traveling public
- Multimodal mobility and reliability for drivers, transit users, pedestrians, and cyclists
- Special event, construction, weather, and incident management
- Technology, data sharing, performance monitoring, and decision support
- Workforce development and long-term program maintenance

The TSMO Plan is organized around the following major focus areas:

- **Program Management and Regional Coordination:** Establishing consistent, operations-focused coordination among regional partners, supporting workforce development, and aligning regional operational priorities.

- **Mobility and Multimodal Operations:** Supporting corridor and signal operations, transit reliability, emergency vehicle operations, and pedestrian and bicycle safety.

- **Event Management:** Improving coordination for planned and unplanned disruptions, including construction, special events, incidents, and weather-related impacts.

- **Technology and Infrastructure:** Supporting ITS and communications coordination, system maintenance, data and performance measures, traveler information, and cybersecurity awareness.

- **Emerging Technologies:** Providing a practical framework for evaluating new technologies through paper review, demonstration, pilot testing, and scalability assessment before broad deployment.

- **Program Maintenance:** Establishing practices to keep TSMO-related documents, contacts, coordination processes, data-sharing practices, and system inventories current over time.

Stakeholder input was gathered through presentations, interviews, and survey outreach with regional partners and groups, including the City of Ames, Iowa DOT, CyRide, Iowa State University, InTrans, emergency services, the Central Iowa Safety Team, and the AAMPO Transportation Technical Committee. Outreach emphasized the importance of practical, staff-realistic strategies that build on existing projects, existing staff roles, and existing coordination forums.

Key high-priority implementation activities identified in the TSMO Plan include:

- Convening a recurring, operations-focused regional working group.

- Supporting corridor-based traffic signal timing programs, including adaptive signal timing where appropriate.

- Coordinating special event notification and operational planning among Iowa State University, the City of Ames, law enforcement, emergency services, CyRide, and other partners.

- Fostering regional coordination for grant applications and TSMO-related funding opportunities.

- Improving construction, incident, and traveler information coordination.

- Encouraging data sharing, performance monitoring, and documentation of lessons learned.

The TSMO Plan is intended to serve as a living regional framework rather than a checklist. Implementation will occur incrementally through existing projects, staff roles, coordination forums, and future regional planning efforts. **While regional in scope, the plan can also serve as a foundation for member agencies developing their own TSMO plans, operations-focused plans, special event playbooks, incident response protocols, ITS maintenance plans, or similar implementation documents.** These future efforts can build from the regional needs, coordination practices, technology framework, and implementation strategies identified in the plan while being tailored to each agency's assets, staffing capacity, budget, and operational responsibilities.

ALTERNATIVES:

1. Approve the Draft Transportation System Management and Operations (TSMO) Plan and set July 14, 2026, as date of public hearing.

2. Approve the Draft Transportation System Management and Operations (TSMO) Plan, with modifications by the Transportation Policy Committee, and set July 14, 2026, as date of public hearing.

3. Direct staff to make revisions to the plan and present it to the Transportation Policy Committee again at a future meeting.

MPO DIRECTOR'S RECOMMENDED ACTION:

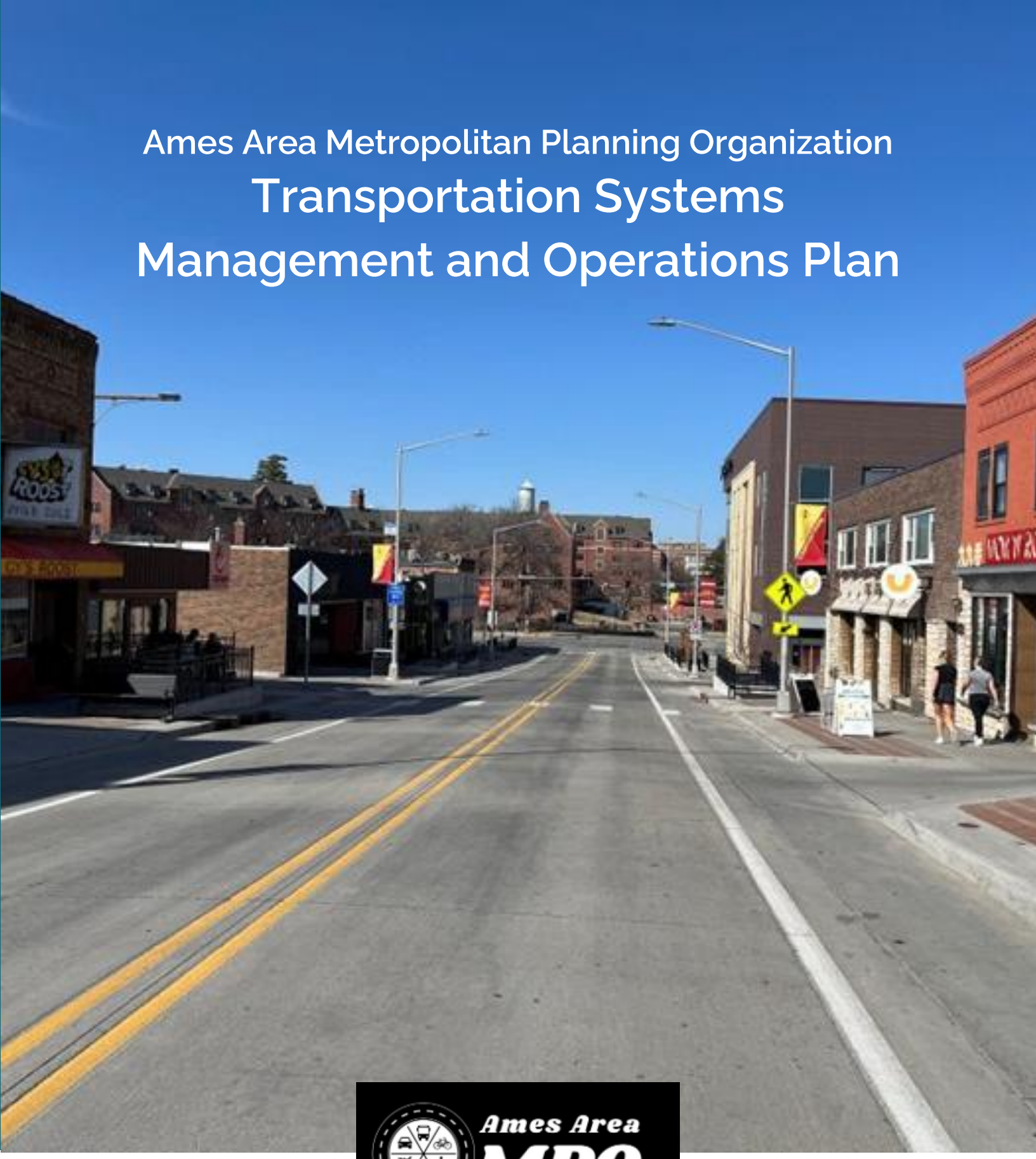
The Draft Transportation Systems Management and Operations (TSMO) Plan establishes a practical regional framework for improving safety, reliability, mobility, and coordination across the AAMPO transportation system. The plan reflects input from regional partners, builds on existing ITS and operational investments, aligns with regional goals in *Ames Connect 2050* and related plans, and identifies staff-realistic strategies for implementation through existing projects, agency roles, and coordination forums.

The Transportation Technical Committee also unanimously recommended approval of the Draft TSMO Plan. Therefore, it is the recommendation of the MPO Director that the Transportation Policy Committee adopt Alternative No. 1.

ATTACHMENT(S):
Draft TSMO Plan.pdf
TSMO Presentation Slides.pdf

Ames Area Metropolitan Planning Organization

Transportation Systems Management and Operations Plan



Ames Area MPO

Table of Contents

Table of Figures

Table of Tables

1 Executive Summary

1.1 Plan Purpose

The Ames Area Metropolitan Planning Organization (AAMPO) has developed this Transportation Systems Management and Operations (TSMO) Plan to guide how transportation systems in the region are managed and operated day-to-day. The plan was developed now to leverage recently completed Intelligent Transportation Systems (ITS) deployments and to respond to increasing expectations for safe and reliable travel, increasing demands from population growth and special events, and limited funding for capacity expansion projects.

This is a regional plan prepared by AAMPO to support coordination among its member agencies. AAMPO does not own or operate transportation infrastructure; those responsibilities remain with individual jurisdictions and agencies. AAMPO's role is to convene partners, align priorities, and integrate operations-focused strategies into regional planning, policy, and funding decisions. The TSMO Plan provides a shared framework that agencies can use to improve system performance through coordination, data, technology, and consistent operational practices.

1.1.1 What TSMO Means for the AAMPO Region

TSMO refers to a set of strategies that improve safety, reliability, and efficiency by focusing on how the transportation system is managed and operated rather than expanding capacity. TSMO supports faster incident response, better coordination during special events, improved signal and transit operations, and clearer communication with travelers.

In the AAMPO region, TSMO is not limited to technology deployments. It also includes the institutional connections and capabilities that allow agencies to work together effectively, such as coordination practices, data sharing, staffing, and training. Successful operations depends on people, partnerships, and consistency over time, in addition to technology.

Vision for Transportation Operations

The vision of the AAMPO TSMO Plan is to establish a safe regional transportation system that prioritizes mobility for all users through interagency collaboration and the strategic use of technology and data. The vision emphasizes reliable daily operations, effective response to disruptions, and coordinated decision-making across jurisdictions and modes.

Key Regional Needs

Based on a review of existing conditions and stakeholder engagement, several recurring themes emerged as priority needs for the AAMPO region:

- **Communication**, both among agencies and with the traveling public
- **Safety and emergency response**, including incident management and responder coordination
- **Multimodal mobility and reliability** for drivers, transit users, pedestrians, and cyclists
- **Special event and incident management**, including planning and real-time coordination
- **Technology and data use**, including performance monitoring and decision support

These needs shape the strategic focus areas outlined in this plan.

Strategic Focus Areas

Recommended strategies are organized into four primary focus areas:

Program Management and Regional Coordination: Establish consistent, operations-focused coordination among regional partners. Support workforce development, shared learning, and alignment of operational priorities.

Mobility and Multimodal Operations: Improve corridor and signal operations, support transit reliability, enhance rail crossing efficiency, and strengthen coordination during daily operations and disruptions.

Technology and Data: Support the use of shared data, performance measures, and traveler information to improve decision-making, transparency, and communication.

Emerging Technologies: Encourage measured evaluation of emerging tools and strategies before broad deployment, with a focus on meeting needs and long-term sustainability.

From Strategy to Action

This plan is intended to be actionable. It supports implementation by integrating TSMO into existing planning, funding, and prioritization processes rather than creating parallel programs. AAMPO's role is to facilitate coordination, identify opportunities for collaboration, and support partner agencies as they advance operational improvements.

Sustaining the TSMO Program

Long-term success depends on maintaining a focus on operations as an ongoing regional practice rather than a one-time planning effort. This plan emphasizes sustained coordination among partner agencies, periodic updates to plans and contacts, and documentation of lessons learned from events, incidents, and operational changes. Maintaining this focus also requires continued attention to the systems and processes that support daily operations, including the upkeep of technology assets, communications infrastructure, data quality, and agreed-upon coordination practices. As needs evolve, agencies will need to adapt tools and procedures while maintaining consistent communication and shared expectations. TSMO requires continued commitment over time to remain effective and relevant.

Expected Outcomes

By implementing the strategies outlined in this plan, the AAMPO region can expect:

- Improved safety and emergency response
- More reliable and predictable travel
- Better coordination during special events, construction, and incidents
- More effective use of limited transportation funding
- A stronger foundation for future operational improvements and technology investments

2 Introduction

Since 2003, the Ames Area Metropolitan Planning Organization (AAMPO) has helped guide and coordinate regional transportation planning efforts in the City of Ames and the surrounding area. Its Metropolitan Transportation Plans (formerly known as Long-Range Transportation Plans) have been the foundation of these efforts, establishing regional transportation goals and priorities and identifying infrastructure investments such as roadway expansions, safety enhancements, multimodal improvements, transit projects, intersection upgrades, and lane reconfigurations. While these projects are essential to maintaining and improving the regional network, they are often costly and constrained by available funding, right-of-way limitations, and constructability challenges.

A Transportation System Management and Operations (TSMO) approach focuses on improving the performance and reliability of the existing system for all modes through coordinated operational strategies, technology, and data-driven decision-making. This plan outlines how AAMPO, in coordination with its member agencies, will incorporate TSMO into its planning and programming activities to support a transportation network that is safe, reliable, and prepared for anticipated growth and technological advancement.

2.1 What is TSMO?

TSMO is defined by the Federal Highway Administration (FHWA) as "a set of strategies that focus on operational improvements that can maintain and even restore the performance of the existing transportation system before extra capacity is needed." TSMO improves how the current system functions by using data, technology, and coordinated strategies.

TSMO includes both institutional capabilities and operational strategies. Institutional capabilities include staffing, funding, and cross-agency coordination. Operational strategies are focused on how the infrastructure is managed, including signal timing programs, transit management, special event management, incident response, and deployment of field devices.

A TSMO plan empowers an agency to use its existing resources and infrastructure more effectively to improve system performance. TSMO works in coordination with capital improvements to maximize the safety and efficiency of transportation systems. This plan will help AAMPO align its priorities with regional goals and guide future decisions toward a more sustainable and resilient transportation network.

2.2 What is the Ames Area Metropolitan Planning Organization?

AAMPO coordinates transportation planning and investment decisions across the Ames metropolitan planning area. AAMPO functions as a regional entity that provides structure for jurisdictions and agencies to work together on shared transportation priorities. It also aligns transportation plans and projects with regional goals and federal requirements.

The AAMPO planning area includes the City of Ames, the City of Gilbert, and portions of Boone and Story counties (see **Figure 1**). Member participants include those jurisdictions as well as the Ames Transit Agency (CyRide), Iowa State University (ISU), the Iowa Department of Transportation (Iowa DOT), FHWA, and the Federal Transit Administration (FTA).

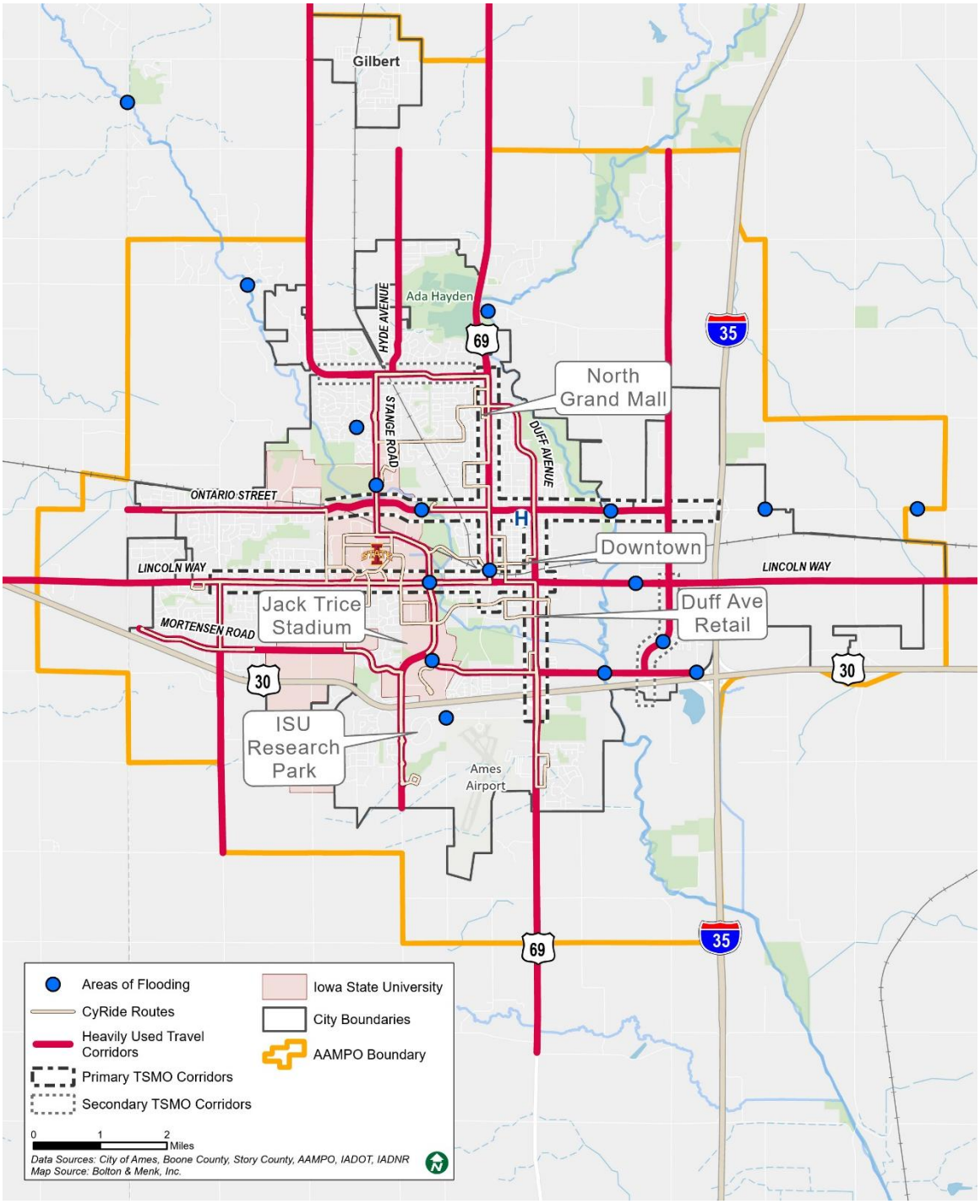


Figure 1: AAMPO Region Map

AAMPO's responsibilities include developing both long-range and short-range transportation plans, prioritizing projects for federal funding, and supporting a comprehensive planning process. AAMPO does not own or operate transportation infrastructure or manage day-to-day system operations. Those responsibilities remain with individual member agencies.

Organizational Structure

AAMPO operates with a small staff using a shared-services staffing model, being staffed by the City of Ames and CyRide. This approach is common among smaller metropolitan planning organizations and reflects a balance between efficiency and regional capacity.

This staffing model allows AAMPO to draw on local expertise and remain closely connected to agencies responsible for operating the transportation system. Because staff balance regional duties with local roles, progress on regional efforts depends on shared priorities and agreement among member agencies.

Regional Role

Given AAMPO's role and organizational structure, this plan addresses regional transportation needs through planning and funding actions. The plan also recognizes AAMPO's opportunity to support region-level functions commonly provided by metropolitan planning organizations, such as convening partner agencies, supporting shared tools and resources, and helping build workforce capacity across jurisdictions.

2.3 Why Invest in TSMO?

AAMPO has a responsibility to plan for a regional transportation system that is safe, reliable, and able to support regional growth. Developing and implementing a TSMO plan is an opportunity to focus on improving mobility, safety, and reliability across the region. The Ames Connect 2050 Metropolitan Transportation Plan identifies key goals of Accessibility and Connectivity, Safety, Sustainability, Efficiency and Reliability, and Placemaking/Quality of Life. TSMO strategies can help AAMPO continue to make progress toward these goals.

Safety is a priority for the region. From 2019 to 2023, the AAMPO region averaged 1.6 fatalities and 12.8 serious injury crashes per year (Ames 2050 Connect). To address these trends, AAMPO recently completed a Comprehensive Safety Action Plan (CSAP), which identifies priority safety emphasis areas, high-risk locations, and strategies focused on eliminating fatal and serious injury crashes. One key way a TSMO plan can complement the CSAP is by identifying technologies that improve safety for all road users, including pedestrians and cyclists. Vulnerable road users can benefit from strategies which improve their visibility to vehicles. Improved incident management and quick clearance can reduce occurrences of secondary crashes.

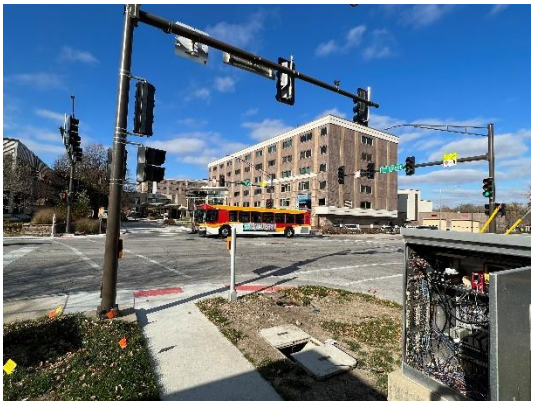
Institutional capabilities are key to supporting long-term operational improvements. These capabilities involve staffing, training, funding practices, data management, interagency agreements, performance monitoring, and decision-making processes. When internal and inter-agency coordination is strong, agencies can implement operational improvements more effectively and respond to changing conditions with greater flexibility. Improved institutional coordination also helps AAMPO fulfill its regional responsibilities more effectively by aligning local partners around shared objectives and consistent operational practices.

Transit, bicycle, and pedestrian travel are essential parts of mobility in the Ames region. These modes support daily travel to jobs, schools, services, and activity centers. CyRide, the region's primary fixed-route transit provider, plays a critical role in connecting residents, employees, and students to key destinations throughout the community. TSMO strategies can help enhance transit operations through tools such as transit signal priority, real-time passenger information, transit coordination with other services, and improved incident response. Strengthening connections between transit, bicycle, and pedestrian networks (particularly at major activity centers and transfer points) supports more reliable first- and last-mile travel and contributes to a cohesive, multimodal transportation system.

TSMO also enhances AAMPO's ability to use data for decision-making. Performance monitoring, data sharing, and clear operational objectives allow agencies to identify needs earlier and select improvements that provide meaningful benefits. This results in better use of limited funding and a more transparent process for prioritizing projects.

3 TSMO Vision

The vision of AAMPO's TSMO plan is to establish a safe regional transportation network that prioritizes mobility for all users by engaging in interagency collaboration and utilizing technologies and data analytics to make strategic investments in the system.



4 Existing Conditions

This section of the document reviews existing regional transportation and operations plans and discusses existing regional infrastructure and traffic conditions. This assessment will help determine the gap between the TSMO vision and current conditions.

4.1 Related Plans

To establish a baseline for future interagency cooperation, the development of this plan is built on and aligns with several existing regional planning efforts. It is important to maintain consistency so that goals for safety and operations are aligned across different organizations in the region. The referenced planning efforts and how they relate to safety and operations within the AAMPO region are summarized below. **Table 1** shows how regional and long-range plans relate to TSMO, **Table 2** reviews multi-modal plans, and **Table 3** describes individual agency operations plans.

Table 1: Related Plans for Regional Policy and Long-range Planning

Plan Agency, Year	Primary Focus	Relevance to AAMPO TSMO Plan
Ames Connect 2050 AAMPO, 2025	Long-range, metropolitan transportation plan that establishes regional and multimodal transportation vision and investment prioritization	Establishes regional priorities related to safety, multimodal connectivity, reliability, sustainability, and quality of life. Guides transportation investment decisions and identifies technology and operational improvements as tools to support system performance.
Ames Comprehensive Safety Action Plan AAMPO, 2025	Regional safety plan to reduce fatal and serious injury crashes through a Safe System approach	Establishes regional safety priorities, emphasis areas, and high-risk locations that inform where operational and technology based TSMO strategies can support safety outcomes.
Ames Plan 2040 City of Ames, 2023	Comprehensive city plan laying out a long-term vision for land use, growth, and mobility within the City of Ames	Provides long-term land use and mobility context, emphasizing multimodal networks, context sensitive design, and maintaining acceptable levels of service as the city grows.
City of Gilbert Comprehensive Plan City of Gilbert, 2017	Comprehensive plan guiding long-term land use, growth, and transportation within the City of Gilbert	Provides local land use and transportation context for the Gilbert portion of the AAMPO planning area, including roadway classification, connectivity, and coordination with surrounding jurisdictions.
AAMPO Passenger Transportation Plan Ames Area MPO, 2024	Transit services, demand, and operations	Describes recent transit ridership trends, service demand, and investments in transit technology such as automatic vehicle location (AVL) and passenger counters that support performance monitoring.
Ames City Council Goals and Vision Ames City Council, 2025	Policy direction and community priorities	Establishes community priorities related to sustainability, public engagement, transit use, and innovation that influence transportation decision-making.

Table 2: Related Multi-Modal Focused Plans and Studies

Plan Agency, Year	Primary Focus	Relevance to AAMPO TSMO Plan
Ames Walk, Bike, Roll Plan City of Ames, 2024	Bicycle, pedestrian, and micromobility safety and connectivity	Identifies safety and comfort challenges for people walking, biking, and rolling, particularly at major street crossings and along high-volume corridors. Highlights locations where operational conditions affect vulnerable road users.
Complete Streets Policy City of Ames, 2018	Multimodal street design and operations	Sets expectations for balancing safety and mobility for all users on constrained corridors. Acknowledges operational challenges on arterials that carry high traffic, transit service, and pedestrian activity.
CyRide System Redesign Study CyRide, 2016	Transit system structure, coverage, and efficiency	Documents transit ridership patterns, service coverage goals, and opportunities to improve routing, frequency, and reliability to better serve both student and non-student riders.
Orange Route Corridor Study CyRide, 2016	High-capacity transit on the Orange Route	Identifies capacity and reliability constraints on the region's highest ridership transit corridor and evaluates long-term options for addressing peak period demand and congestion.

Table 3: Related Plans for Agency Operations and Coordination

Plan Agency, Year	Primary Focus	Relevance to AAMPO TSMO Plan
Fire Department Standard Operating Guidelines City of Ames, 2024	Emergency response operations	Describes emergency response practices and mobility needs during incidents, including requirements for emergency vehicle movement through the roadway network.
Emergency Operations Center Ames Police Department, 2014	Emergency coordination and incident management	Establishes a centralized coordination function for incident management and major events, supporting multiagency communication and situational awareness.
Ames Police Department Drone Program Ames Police Department, 2025	Incident response and situational awareness	Reflects recent adoption of technology to improve situational awareness, response efficiency, and safety during incidents and special operations.
Iowa State University Strategic Plan Iowa State University, 2021	Institutional mission and innovation	Emphasizes innovation, community engagement, and partnership, providing institutional context for collaboration and technology focused initiatives affecting regional mobility.

4.1.1 Ames Connect 2050

The AAMPO long-range metropolitan transportation plan, completed in September 2025, establishes a vision and goals for a transportation system that serves people walking, biking, driving, and using transit and prioritizes the receipt of federal transportation funding for projects. The plan's overall goals are:

- Accessibility & connectivity: Improve walking, biking, and transit connections. Design streets to accommodate all users.
- Safety: Reduce fatal and serious injury crashes.
- Sustainability: Promote low-carbon transportation options. Reduce the number of single-occupant trips.
- Efficiency & Reliability: Maintain acceptable travel reliability. Maintain a high-level transit service. Prioritize freight. Increase mode split.
- Placemaking/Quality of Life: Design transportation projects that complement and preserve neighborhoods. Provide transportation strategies that support current plans.

AAMPO's long-range metropolitan transportation plan is the foundation of all transportation development in the region. It outlines the goals for transportation in and around Ames, and it offers a framework on which to base additional planning and development. The Ames Connect 2050's emphasis on Accessibility and Connectivity, Safety, and Efficiency and Reliability are especially aligned with the TSMO ideas of creating a safe transportation environment and effectively managing and operating a transportation system before considering traditional capacity improvements

4.1.2 Ames Walk, Bike, Roll Plan

This plan, completed in June 2024 by the City of Ames, laid out a vision of Ames as a place where walking, biking, and rolling are safe, enjoyable, convenient, and available to everyone. Overall goals focus on creating a transportation system that is safe and comfortable. The city should plan, design, and operate streets, sidewalks, bikeways, crossings, and paths to prioritize safety with the ultimate goal of eliminating fatalities. Connections throughout Ames and surrounding areas should be easy and intuitive to use, encouraging and enabling more people to walk, bike, and roll. Mobility should be enhanced by providing more places to bike and safer places to cross the street. To accomplish this, intersection crossing treatments are needed, along with traffic calming and additional bike facilities.

Technology could support the goal of safer, more comfortable crossings of major streets, including enhancements at existing signalized intersections to provide refuge for people outside of cars, and treatments to encourage driver yielding and slow turning vehicles. The Ames Walk, Bike, Roll Plan ties directly to the vision of making the regional transportation network safe for all users.

4.1.3 CyRide: System Redesign and Orange Route Alternatives Analysis Studies

The System Redesign plan, completed in August 2017 by CyRide, laid out a vision to increase safety and decrease vehicular congestion within the community by increasing non-student ridership, maintaining peak-hour service at 20 minutes, and having 85% of Ames residents within 1/4 mile of fixed-route service with a maximum travel time of 45 minutes for riders. A system redesign study found that CyRide operates with a high degree of efficiency and is extremely productive. While transit coverage in Ames is extensive (see the existing CyRide system map in **Figure 2**), there are opportunities to streamline routing and improve service to meet transit needs for a greater proportion of the community. The goals related to mobility are to improve routing where applicable, improve service frequency and weekday evening service span, and improve service on South Duff Avenue.

The Orange Route Corridor Study, completed in 2016 by CyRide, looked at different options for high-capacity transit on this route and recommended creating a bus rapid transit system along this corridor. Red and Orange routes have outstanding ridership. Routes that serve ISU and nearby segments typically have much higher ridership than those not serving campus. In fact, the Orange route is the busiest route in the State of Iowa carrying nearly 2.0 million rides each year with ridership growing 2-3% per year.

Additional funding has not been identified to meet increased demand. If additional vehicles are required to provide service to new development, more financial resources will be required to meet transit needs, or the system frequencies and efficiencies will need to improve. One other consideration is to serve East Ames with flexible service (an Innovative Transit Service zone), where passengers could use an app to schedule service to and from DMACC (Des Moines Area Community College) and job centers.

Technology solutions such as transit signal priority can improve system efficiencies on routes that have less than optimal reliability. These plans also support the TSMO vision of a safe and reliable network for all users and increasing bus ridership can have the dual benefit of reducing congestion and emissions.

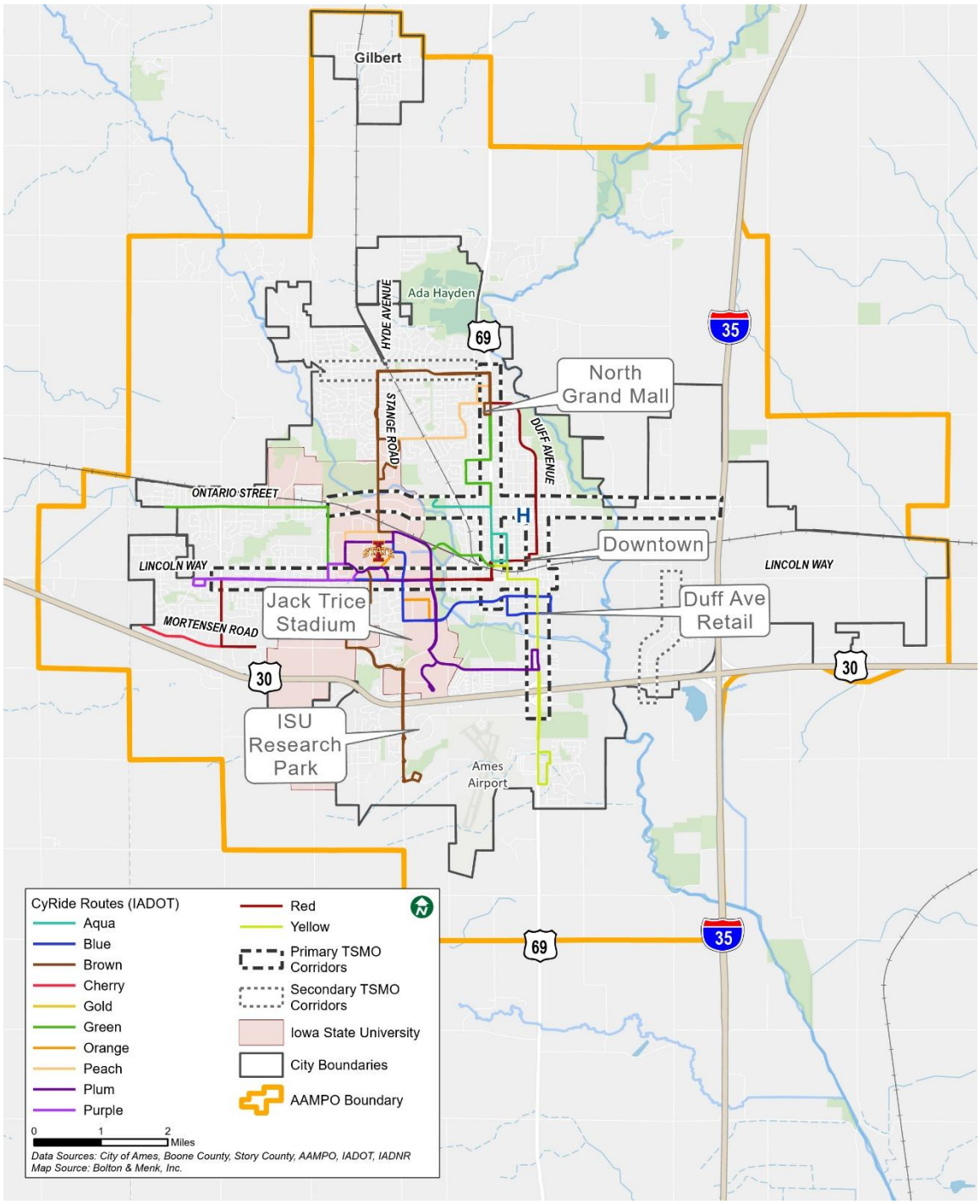


Figure 2: CyRide System Map

4.2 Existing ITS Infrastructure and Systems

Documenting existing transportation and operations assets establishes a baseline of current capabilities across the AAMPO region. This information helps identify where agencies are positioned to support TSMO strategies and where gaps or constraints exist. Focusing on assets that are already owned, operated, and maintained prioritizes the use of current investments before identifying needs for new systems or technologies.

This assessment also supports regional coordination by showing where assets could be shared, expanded, or integrated across jurisdictions. Understanding where systems overlap or operate independently helps identify opportunities for collaboration, data sharing, and coordinated operations. This information guides future investments and supports practical TSMO implementation.

Transportation and operations assets are documented in the ArcGIS web map (**Figure 3**), which is a regional coordination and planning tool that provides a baseline for asset management and Intelligent Transportation Systems (ITS) planning, and helps AAMPO understand issues and identify problem areas. These assets include communications infrastructure, field devices, operational systems, and facilities across the AAMPO region.

The web map is hosted on the City of Ames GIS platform, and is accessible via the link below:

https://bmi.maps.arcgis.com/apps/instant/sidebar/index.html?appid=431202e9e4894f81aea8e233b8e1d64f

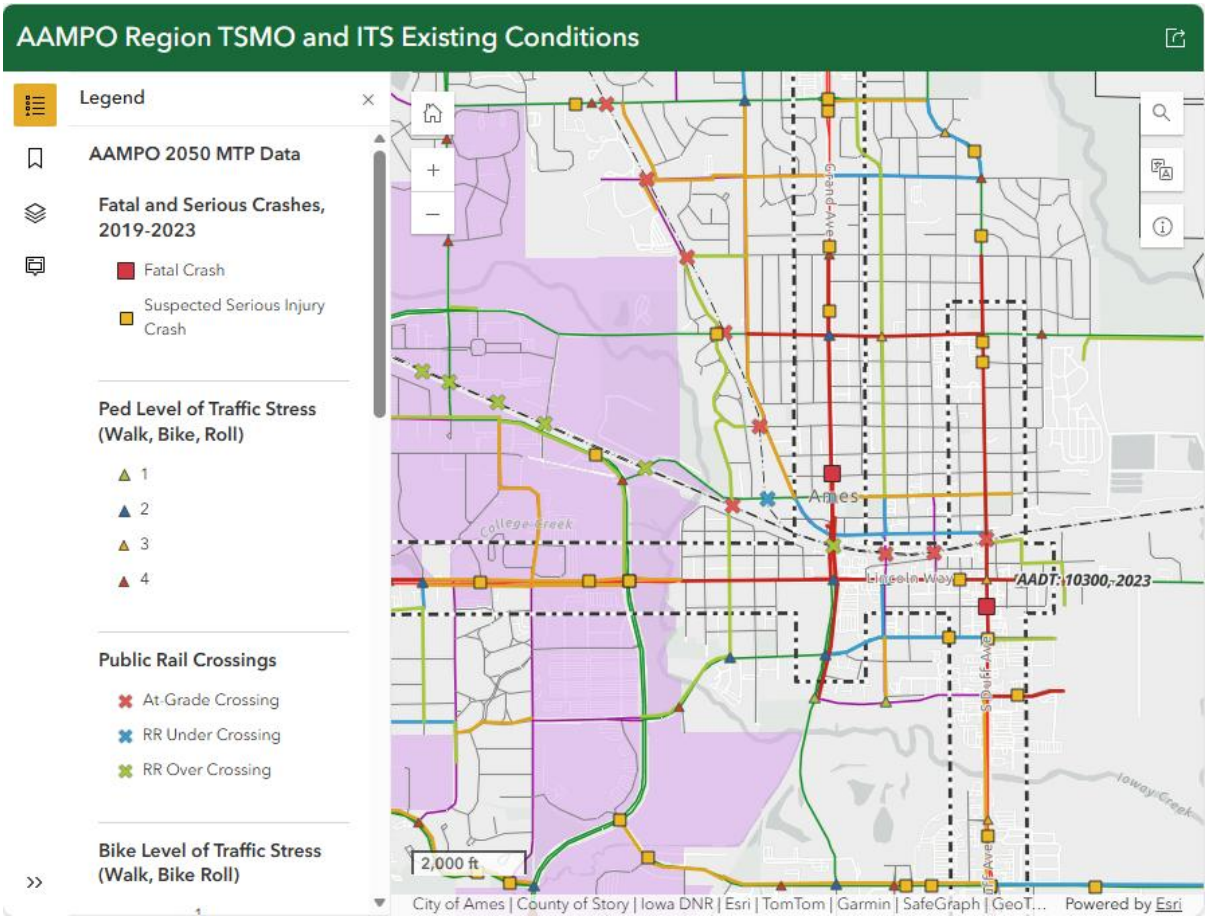


Figure 3: Screenshot of GIS Web Map

4.2.1 Communications

Communications infrastructure is the backbone for system connectivity, allowing staff to remotely access field devices. Robust communications networks make it easier to deploy ITS field devices in locations where they are necessary, not just locations where it is convenient. The City of Ames, ISU, and Iowa DOT independently own transportation network fiber in the AAMPO region.

The City of Ames has an ongoing initiative to create a city-wide high-speed fiber optic communication network to link existing city traffic signals, school crossing signals and flashers, pedestrian crossings, and traffic data collection devices to allow remote monitoring, communication, and control. This expansion will improve system redundancy and extend the network to support transportation operations strategies throughout the city. Additionally, the trunk fiber installed along roadway corridors already includes dedicated conduit and fiber capacity for other public facilities, such as Police, Fire and Maintenance buildings, water treatment plants, golf course buildings, and other city government buildings, including schools and libraries. **Table 4** and **Figure 4** show how much fiber is owned by the City of Ames and where it is located.

The project is a multi-phase and multi-year project program expected to be completed in 2028. It includes updates to the fiber optic communication backbone and traffic signal cabinets to facilitate the integration of a Traffic Management System (TMS) for the city's arterial roadway corridors. These improvements will allow staff to monitor traffic and adjust traffic signal plans to match increased demands created by special events, incidents, or construction.

With Iowa State University located within Ames, sports events and concerts occur often throughout the year and can have a major impact on the City's traffic system. Live monitoring of traffic operations and improved management practices using tools such as traffic adaptive programs and pan-tilt-zoom closed-circuit television (CCTV) cameras, will help manage congestion and improve safety of the current roadway network. Additionally, as part of a multi-year project, installation of traffic signal battery back-up systems will improve system resiliency by maintaining operations during short power outages.

Table 4: Inventory of ITS Communication Network

ITS Technology	Owner	Count
Fiber communication – Trunk 144 Count Single Mode	City of Ames	24 miles (with 12 additional miles in design or construction)
Fiber communication – Branch 24 Count Single Mode	City of Ames	Drops to every signal cabinet (Approximately 83)
Fiber Splice Enclosure Cases	City of Ames	Approximately 83
Fiber Cross Connect Cabinets	City of Ames	Approximately 13

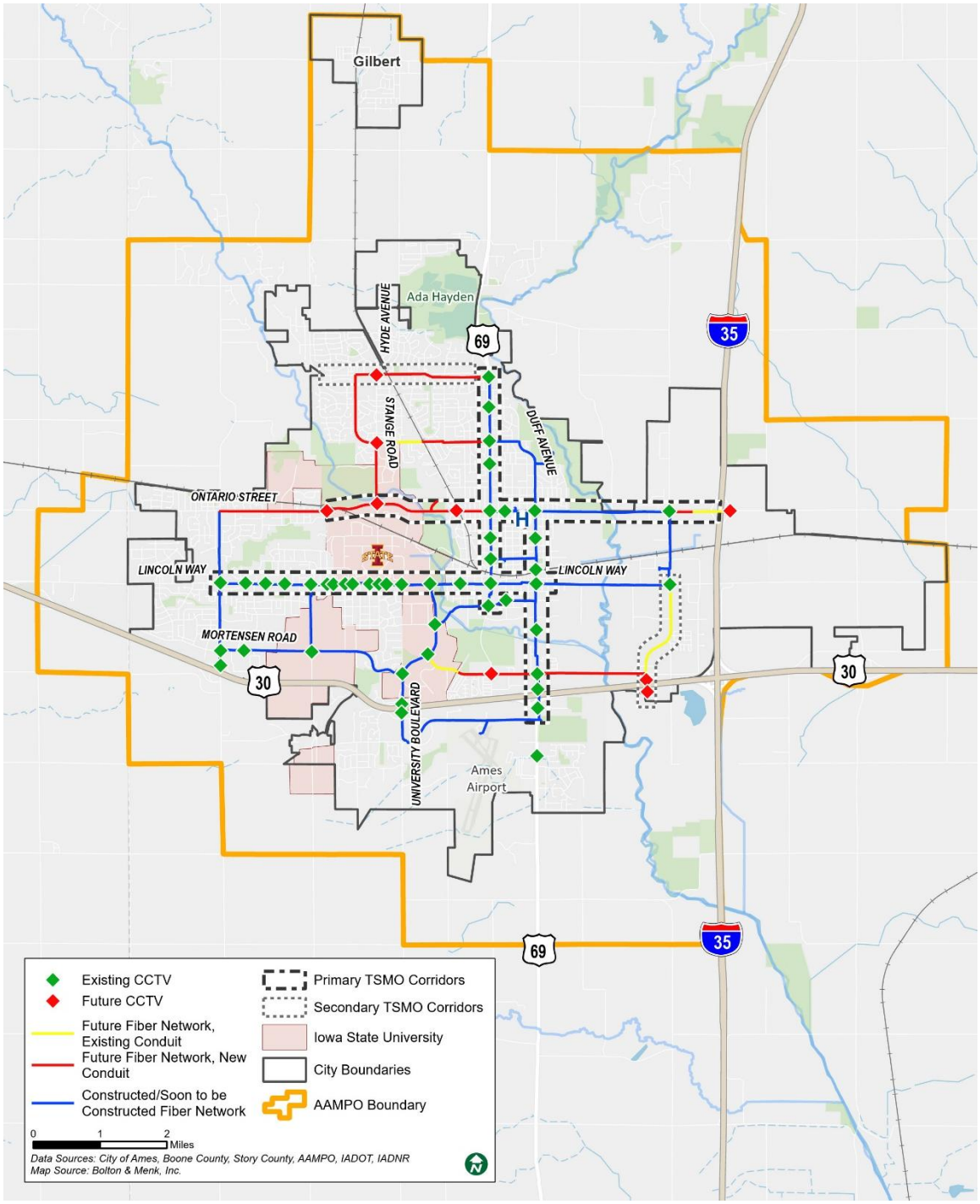


Figure 4: Fiber Communication Map in City of Ames

4.2.2 Field devices

Field devices are used to manage traffic and collect or distribute information on the transportation network. In urban areas, these devices typically operate on a fiber optic network with hardwired power due to the need for reliable, high-bandwidth communications. In more remote locations, solar power may be used where hardwired connections are not practical. The AAMPO region has traffic signals, traffic monitoring cameras, video-based vehicle detection systems, battery-backup systems, portable dynamic message signs, and rectangular rapid-flashing beacons (RRFBs). These devices can operate independently for a singular need, like an RRFB at a high-volume pedestrian crossing, or in tandem with a larger system, like traffic signals timed together to achieve coordination of desired movements.

As part of the multi-phase Traffic Signal Updates Program, the City of Ames is migrating over 80 of 83 traffic signal detection systems to a video/radar-based vehicle detection system manufactured by NoTraffic. The vehicle detection system provides continuous turning movement counts and Automated Traffic Signal Performance Measures (ATSPMs) which will be imported into the City's TMS software. **Figure 4** in the previous section shows locations of CCTV cameras. **Table 5** shows quantities of field devices by owner in the AAMPO region, and **Figure 5** shows traffic signal locations.

Table 5: Inventory of ITS Field Devices (following completion of Ames Phase 5 ITS Project)

ITS Technology	Owner	Count
Traffic Monitoring Cameras (Pan-Tilt-Zoom CCTV)	City of Ames	55 cameras
Traffic Monitoring Cameras (Pan-Tilt-Zoom CCTV)	Iowa DOT	16 cameras
Video/Radar-Based Vehicle Detection Systems (NoTraffic Brand)	City of Ames	80 systems
Battery-Backup Systems	City of Ames	60 systems
Traffic Signals	City of Ames	83 signals
Traffic Signals	Iowa State University	5 signals

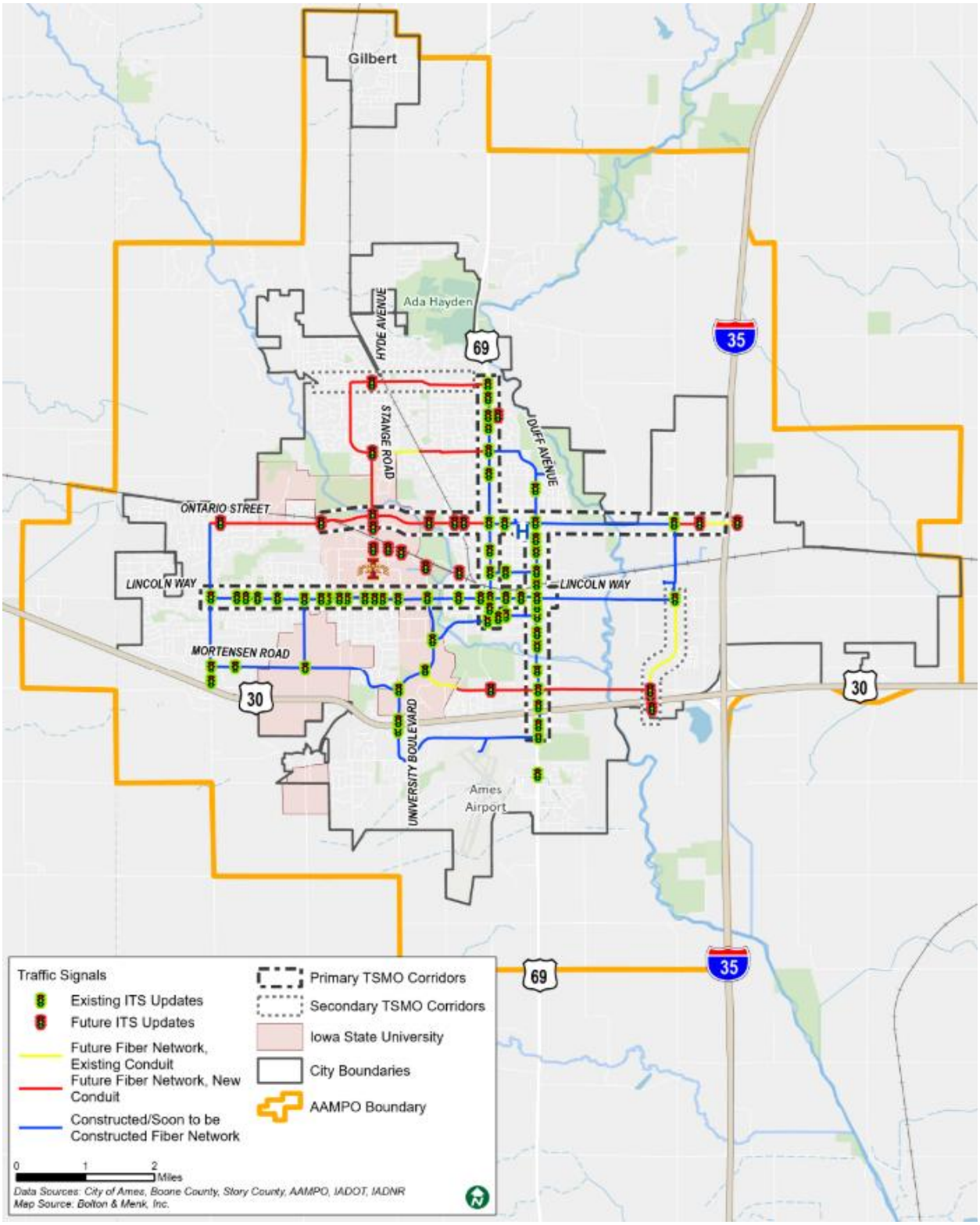


Figure 5: Traffic Signals - Existing and Planned Elements

4.2.3 Systems

Systems utilize field devices and software to support a transportation network that can analyze data, inform travelers, or react to real-time needs.

Transit

CyRide buses are equipped with automated vehicle location (AVL) and automatic passenger counters. These allow the transit agency to analyze ridership, monitor performance by route, and support service planning efforts.

Traveler Information

The Iowa DOT 511 website provides traveler information for state-maintained roadways. Real-time traffic speeds are available from freeways down to minor arterials. It also provides construction information and access to traffic monitoring cameras, user reported incidents, winter road conditions, and snowplow locations.

Weather

The City of Ames operates a snowplow tracking system that provides real-time information on winter maintenance activities. The system covers all streets in Ames, including neighborhood roads. It does not include Iowa State University, state highways, or Interstate routes.

Traffic Management

The TMS being implemented as part of the multi-phase Traffic Signal Updates Program by the City of Ames will allow staff to monitor and adjust traffic signals remotely. It also works in conjunction with emergency vehicle preemption (EVP) on fire or emergency medical services (EMS) vehicles to give the right-of-way to emergency vehicles. The TMS software, MyCity, is a product of SWARCO McCain. Additionally, the City of Ames plans to enable the MyCity Adaptive traffic signal control module which automatically generates optimal signal timing parameters across an arterial network by adjusting cycle lengths, phase splits, and offsets based on prevailing traffic conditions.

Through conversations with Iowa State University facilities staff members, the University owns and operates five traffic signals across the northern portion of the campus. The University does not have a management system software for the traffic signals or network connectivity to them. The University staff members noted that the University would be open to future conversations with the City for potential communication ties to the City's signal system.

4.2.4 Facilities

The AAMPO region also has several facilities or physical locations that are relevant to area operations. The emergency operations center (EOC) provides a central location for agencies to collaborate during emergency events. **Table 6** summarizes several regional facilities that support the transportation network.

Table 6: Inventory of Transportation Facilities

Facility	Owner	Count
Transit Stops	CyRide	348 Stops, ranging from sign-only to full shelter or transit center
Bus fleet	CyRide	99 Buses

Source: https://www.cyride.com/about-us/fleet-information/active-fleet

Other facilities:

- Maintenance building for signals, transit, etc.
- Traffic operations center/EOC/event-specific operations centers
- Transit centers/transfer stations
- Ames Intermodal Facility – serves CyRide service, regional transit services

4.2.5 Conclusion

The inventory of existing ITS infrastructure and systems shows that the AAMPO region has a strong foundation to support transportation operations and TSMO strategies. Communications infrastructure, field devices, operational systems, and facilities are already in place across much of the region and support day-to-day traffic, transit, and emergency operations.

The region's fiber network and communications assets provide a solid base for expanding and integrating ITS technologies. Field devices such as traffic signals and pan-tilt-zoom CCTV cameras support real-time monitoring and management for key corridors, while existing systems demonstrate the region's ability to use data and technology to inform travelers and support operations. Facilities such as operations centers and transit infrastructure further enable coordination during routine operations, special events, and emergencies.

This assessment shows that many existing systems are not currently integrated across jurisdictions. Traveler information, camera access, and traffic signal systems are generally operated independently by individual agencies. While this approach supports current needs, it may introduce challenges as travel demand increases and regional coordination becomes more critical. Understanding where systems operate separately provides important context for identifying regional needs, prioritizing investments, and focusing future efforts on improved coordination, integration, and targeted expansion.

4.3 Traffic Conditions Review

This traffic conditions review uses geographic information systems (GIS) to evaluate operational performance across the input region. By layering multiple data sources, this approach helps identify where transportation challenges occur. Evaluating conditions at a regional scale makes it possible to observe patterns that may not be obvious when data are reviewed at a local level.

The purpose of this evaluation is to identify corridors and locations with existing or emerging operational challenges related to mobility, safety, reliability, and transit performance. Understanding where these issues occur helps AAMPO focus TSMO strategies on areas where they will be most effective now and as the region grows.

To support this analysis, available GIS data that reflect the current state of the network was collected from Story County, Iowa DOT, AAMPO, and the City of Ames.

4.3.1 Network Connections

The overall street network connectivity in the AAMPO region is limited, which concentrates traffic and operational demands on a small number of corridors. As shown in **Figure 6**, bodies of water, parks, the Union Pacific Railroad, and the Iowa State University Campus interrupt the street grid in Ames and create barriers for travel. This forces traffic of all modes to a small set of crossings, making the network sensitive to incidents, rail activity, weather, and special events.

Several physical constraints limit east-west connectivity within the AAMPO region and concentrate travel onto a small number of corridors. The only east-west route through the ISU campus is Lincoln Way. The South Skunk River creates a barrier to east-west travel for the communities of North Ames and Gilbert.

Connections from I-35 across the river are limited. US-30 and 13th Street provide the primary east-west access from these cities to the Interstate.

The Union Pacific Railroad line also runs east to west through Ames and crosses thirteen roadways. Six of these crossings are at-grade, creating occasional and unpredictable barriers to north-south travel. Of the seven grade-separated crossings, five are vehicle underpasses that are susceptible to potential flooding.

Travel between the City of Gilbert and central Ames generally follows either 190th Street, or Hyde Avenue before transitioning to Grand Avenue via Bloomington Road. While functional, the multiple turns and corridor transitions limit either route as a high-capacity connection to central Ames.

From this map review, these corridors are the basis for all through connections in the AAMPO region:

- Duff Avenue / US 69
- Grand Avenue / US 69
- University Boulevard
- S Dakota Avenue
- Lincoln Way
- 13th Street / Ontario Street
- Stange Road
- Bloomington Rd / George Washington Carver Avenue
- S 16th Streer
- Mortensen Road
- Hyde Avenue

Additionally, traffic in the AAMPO region is affected heavily by whether ISU is in session. The University reports enrollment of over 30,000 students – half of the city's population.

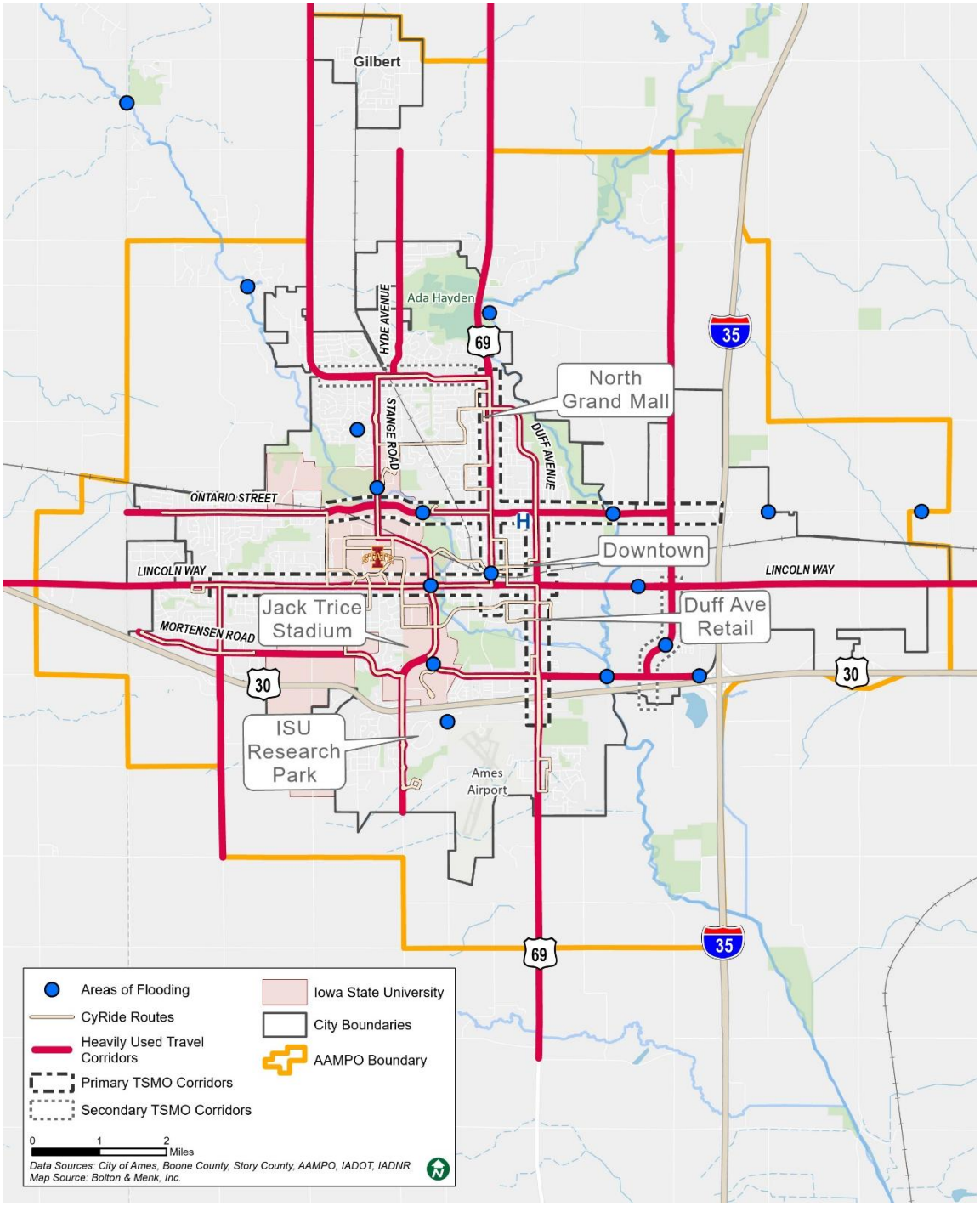


Figure 6: Vehicle and Transit Networks

4.3.2 Vehicles

Data from the AAMPO 2050 Metropolitan Transportation Plan and the High Priority Safety Network from the CSAP were analyzed in the GIS portal to determine where areas of serious concern might be for vehicles. Vehicular traffic hotspots were determined based on locations that had the most instances of fatal and serious crashes, worst intersection level of service, and worst transit peak level of service.

The hotspots identified are as follows:

- Duff Avenue from Airport Road to 13th Street
- Grand Avenue from 3rd Street to Bloomington Road
- Lincoln Way from North Dakota Avenue to Duff Avenue

These are shown in **Figure 7**.

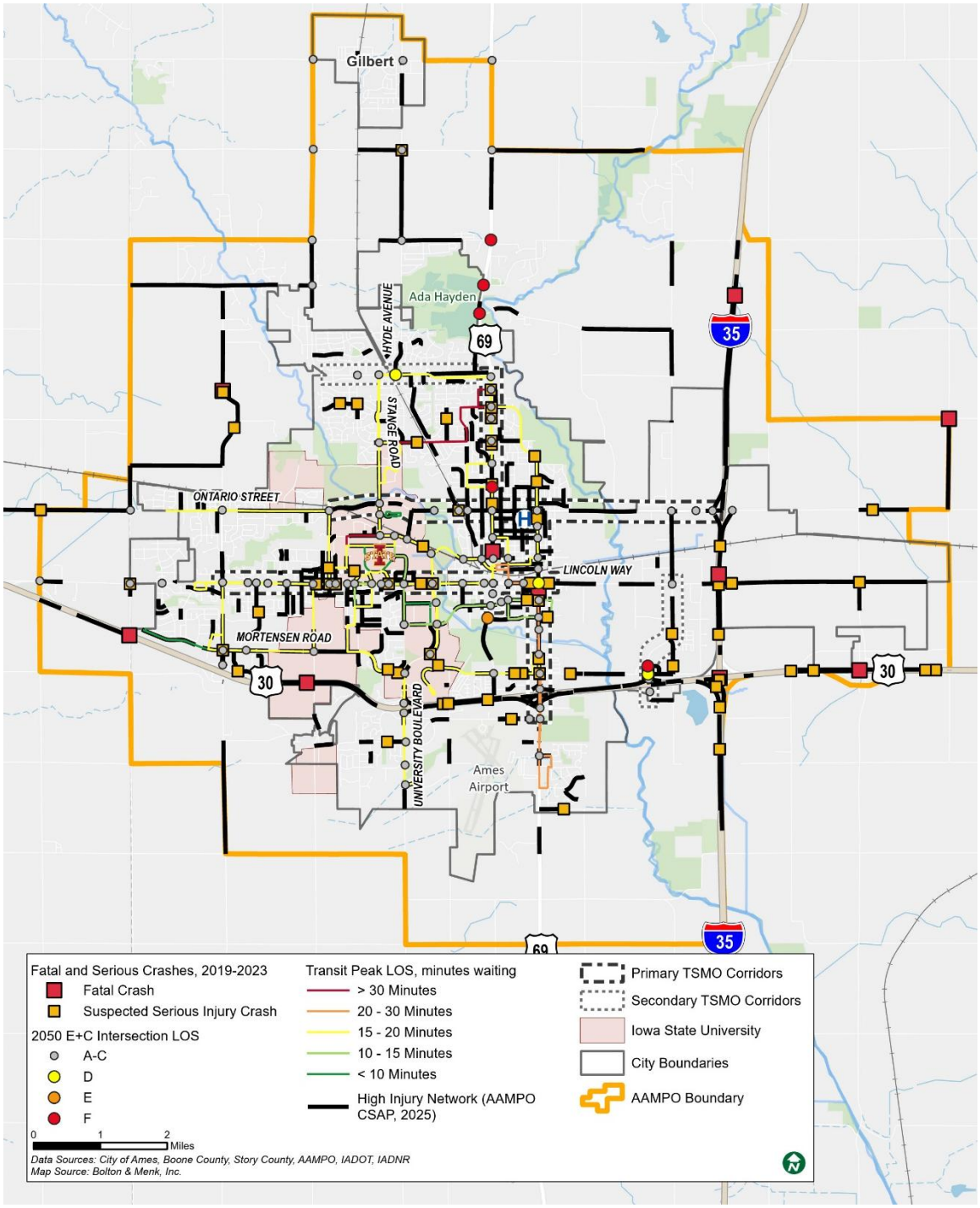


Figure 7: Vehicle and Transit Safety and Operations Hot Spots

4.3.3 Active Transportation

Active transportation hotspots were summarized from the City of Ames Walk, Bike, Roll plan perceived bike and pedestrian levels of stress. This metric indicates that people who are walking or biking may experience an intersection or corridor as being less safe or less comfortable to travel through. High stress areas indicate more concern from travelers, and it may be an indicator that people desire to walk or bike in the area but feel like they can't.

The following locations were identified as being high stress for bicycling or walking:

- Duff Avenue from Airport Road to 13th Street
- Grand Avenue from 3rd Street to Bloomington Road
- Lincoln Way from North Dakota Avenue to Duff Avenue

These are shown in **Figure 8**.

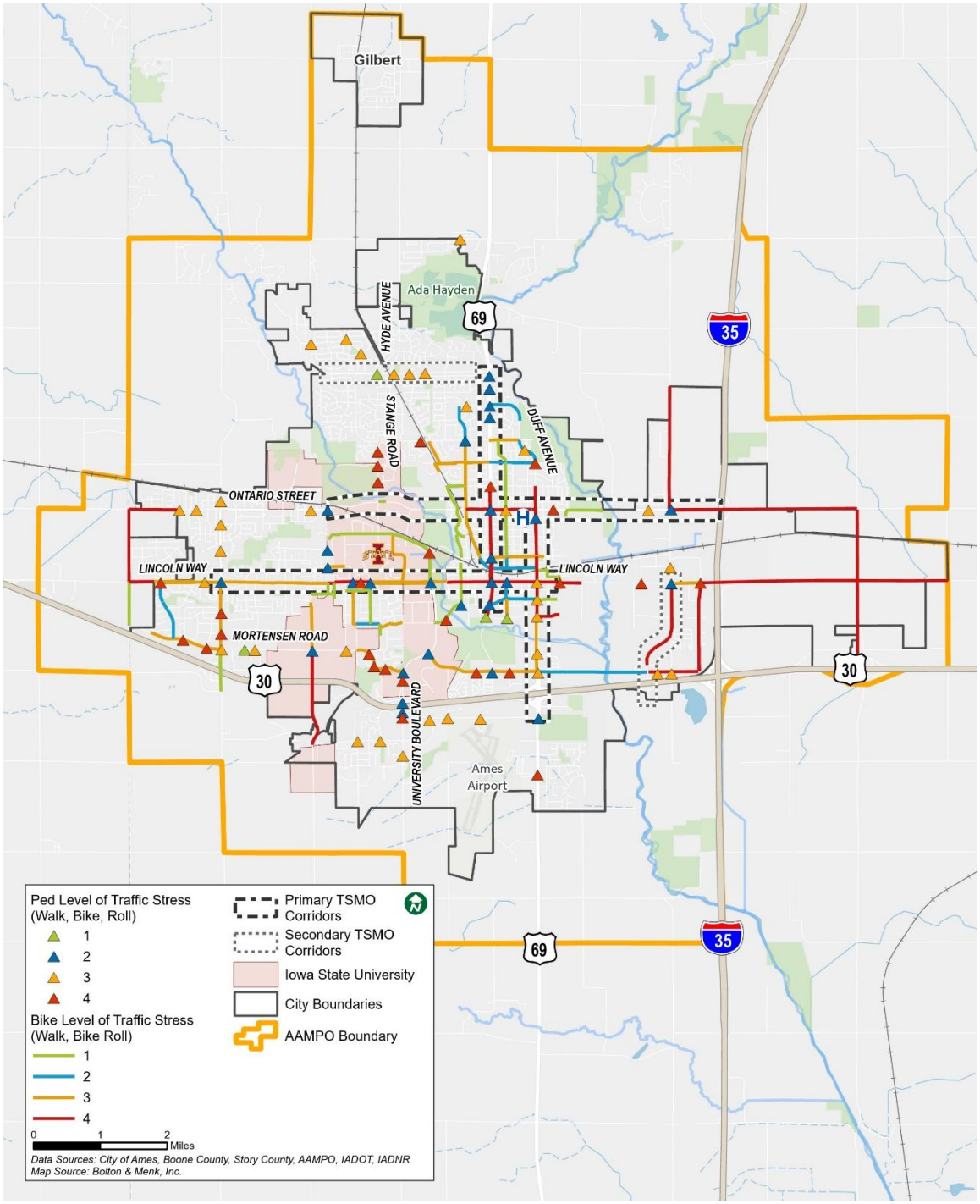


Figure 8: Pedestrian and Bicycle Safety Hot Spots

4.3.4 Conclusion

These data sources were compiled and layered together within an ArcGIS web map to determine if the same locations rose to the top as an area of concern in these different data sets. “Hot Spots” or areas of concern were identified using this information. These are summarized in Table 7.

The primary hot spots include corridors with intersections operating at LOS D or worse, having fatal or serious crashes occur within them, and having a higher transit peak service time (minutes waiting). These measures are indicative of corridors experiencing more peak delays and potential safety concerns. All three of the identified hot spot corridors are planned to have various ITS elements installed within them, including fiber optic communications connectivity to the traffic signal controllers, video-based detection of vehicles and bike/pedestrian detection capabilities, and installation of pan-tilt-zoom CCTV traffic observation cameras for general monitoring.

Secondary hot spot areas are not yet experiencing the same magnitude of operational issues, but they show elevated bike stress or concerns about transit level of service (LOS) and are in developing areas of town. Identifying these secondary areas provides an opportunity to monitor conditions over time and consider ITS and operational strategies early, before issues become more severe. These corridors are also programmed to receive the ITS elements mentioned above, as part of the Phase 5 ITS implementation project.

Table 7: Hot Spot Locations

Hot Spot Location	Level	Issues
Duff Avenue, US-30 to 13th St	Primary	High rates of fatal and serious crashes Poor intersection level of service Poor transit peak level of service High stress for bicycling or walking
Grand Avenue, S 4th St to Bloomington Rd	Primary	High rates of fatal and serious crashes Poor intersection level of service Poor transit peak level of service High stress for bicycling or walking
Lincoln Way, Duff Ave to Y Ave	Primary	High rates of fatal and serious crashes Poor intersection level of service Poor transit peak level of service High stress for bicycling or walking
Dayton Avenue, US-30 to Lincoln Way	Secondary	Several serious injury crashes Elevated bike stress Poor transit level of service (LOS)
Bloomington Road, Grand Ave to Valley View Rd	Secondary	Elevated bike stress Poor transit level of service (LOS)

5 Regional Collaboration

AAMPO regional partners actively participated in the development of the AAMPO TSMO plan in support of a unified and comprehensive approach to mobility, safety, and operations. Due to the interconnected nature of transportation systems within the AAMPO region, including multiple jurisdictions, agencies, and modes of travel, collaboration was essential for identifying shared challenges, aligning strategies, and leveraging resources.

5.1 Existing Institutional Responsibilities

Each agency in the AAMPO region has different areas of responsibility and works together to maintain a cohesive transportation system in the region. This section describes the roles, responsibilities, geographic area, and operational priorities of each agency and how they currently coordinate transportation operations. All organizations are striving to provide the highest effective level of service possible within each of their given budget constraints.

AAMPO

As described in earlier sections of this plan, AAMPO serves as the regional transportation planning and coordination body for the Ames metropolitan area. While AAMPO does not manage day-to-day transportation operations or infrastructure, it plays a key role in convening partner agencies, aligning regional priorities, and supporting coordination related to transportation system management and operations. Its priorities include[1] [2]:

- Support a safe, reliable, and multimodal regional transportation system by coordinating planning, funding, and performance-based decision-making across jurisdictions.
- Convene regional partners to align transportation investments, data, and operational strategies with shared regional goals and federal requirements.

Ames City Traffic Division

The City of Ames Traffic Division manages traffic signal systems, signs, and pavement markings that regulate traffic in the City of Ames. This division also maintains the parking system, including parking meters, parking lots, and regulation signs and markings. The City of Ames also manages online resources such as a snowplow tracking system and a mobile complaint reporting platform. The Traffic Division's purview is essential for day-to-day traffic operations within the Ames city limits, excluding the ISU campus. Its primary operational priorities include[3] [4]:

- Operating and maintaining traffic control systems, signs, markings, and parking assets to support safe and efficient travel for all roadway users within the city.

---

[1] AAMPO. (2020, October 27). Forward 2045 Metropolitan Transportation Plan. City of Ames. https://webgen1files1.revize.com/amesareametroplanningorgia/Planning%20Docs/MTP/AAMPO%202045%20MTP.pdf

[2] City of Ames. (2025, April 15). *AAMPO seeks community reaction to plans for Ames' roads, transit - city of Ames, Iowa*. https://www.cityofames.org/News-articles/AAMPO-seeks-community-reaction-to-plans-for-Ames%E2%80%99-roads-transit

[3] City of Ames. (n.d.). *Traffic Engineering - City of Ames, Iowa*. https://www.cityofames.org/My-Government/Departments/Public-Works/Traffic-Engineering

[4] GBAsi. (n.d.). Ames, Iowa Traffic Signal Master Plan. https://assets.ctfassets.net/v3trupsiv30b/5ILB8o9yM6YQQUMFLI3VyV/e07dc8ac4c6fb7ed300267644541ef69/1.1_Ames_Traf_Sig_MP.pdf

- Using technology, data, and real-time operational tools to manage daily traffic conditions, respond to incidents and weather, and improve system reliability.

Ames Transit Agency (CyRide)

CyRide is the public transit provider for the City of Ames and the Iowa State University campus, operating fixed-route and paratransit services to support daily mobility. CyRide plans and manages transit operations in coordination with roadway conditions, traffic signals, and special events, working with the City, ISU, and regional partners to support reliable service delivery. Its operational priorities are to[5] [6] [7]:

- Provide safe, reliable, and convenient public transit service that supports daily mobility for residents, students, employees, and visitors throughout Ames.
- Operate and manage transit services in a way that improves efficiency, service reliability, and environmental sustainability while responding to changing travel demand.

Iowa DOT

In the AAMPO region, Iowa DOT manages I-35 and U.S. Highway 30, including all ITS infrastructure on those corridors. The Iowa DOT has a well-developed TSMO program and many resources that can be used to aid the AAMPO region in implementing their own TSMO plan. Iowa DOT also owns and maintains fiber within the AAMPO region that connects Iowa DOT headquarters campus to the rest of the state, to ISU, and to devices along I-35 and US-30. Its operational priorities that impact the AAMPO region are to[8] [9] [10]:

- Manage and operate the state highway system to support safe, efficient, and reliable travel through proactive traffic operations, incident management, and traveler information.
- Advance TSMO practices statewide through technology deployment, data-driven decision-making, and coordination with local and regional partners.

Iowa State University & InTrans

Iowa State University is a land-grant university in Ames with an enrollment of approximately 31,000 students. With respect to transportation, ISU manages infrastructure on campus, including signals,

---

[5] CyRide. (n.d.). *Cyride | Home*. https://www.cyride.com/
[6] City of Ames. (2025, November 21). CyRide awarded $14.6 million federal grant to expand facility, advance - city of Ames, Iowa. https://www.cityofames.org/News-articles/CyRide-Awarded-14.6-Million-Federal-Grant-to-Expand-Facility-Advance-Clean-Fuel-Technology
[7] Squiers, K. (2024, April 30). *Breaking down CyRide's role in lowering city emissions*. Iowa State Daily. https://iowastatedaily.com/296035/news/breaking-down-cyrides-role-in-lowering-city-emissions/
[8] Kimley Horn. (2019, December). Traffic Management Center, Service Layer Plan. Iowa Publications Online. https://publications.iowa.gov/52083/
[9] Iowa DOT. (n.d.). Transportation Systems Management and Operations (TSMO). Iowa Department of Transportation. https://iowadot.gov/consultants-contractors/traffic-operations/transportation-systems-management-and-operations-tsmo
[10] Iowa DOT. (n.d.-a). Strategic & Program plans. Iowa Department of Transportation. https://iowadot.gov/traffic-operations/transportation-systems-management-and-operations-tsmo/strategic-program-plans

signing, pavement marking, and any communications infrastructure. The operations arm of ISU focuses on[11]:

- Managing campus transportation infrastructure and operations to support a pedestrian-oriented, safe, and accessible campus environment.

ISU also houses the Institute for Transportation (InTrans), which is a department of the University dedicated to transportation research, education, workforce development, and technology transfer. InTrans does not manage any public infrastructure but is a valuable research partner in the region. Its priorities include[12] [13]:

- Conducting applied transportation research and technology transfer that improves safety, mobility, and system performance at local, regional, and national levels.
- Supporting agencies through data analytics, pilot projects, training, and research-to-practice initiatives that inform transportation operations and policy decisions.

Emergency Services

There are four main providers of law enforcement and emergency response services in the AAMPO Area: Ames Police Department, Story County Sheriff, Iowa State Patrol, and Iowa State University Police Department. There are three independent 911 Emergency Dispatch centers in the AAMPO Region: Ames Police Department, Iowa State University Police Department, and Story County. Their transportation-focused operational priorities are to[14] [15] [16]:

- Protect public safety through rapid emergency response, effective incident management, and coordination across law enforcement, fire, and medical services.
- Maintain situational awareness and efficient roadway access during incidents, special events, and severe weather to reduce secondary crashes and response delays.

5.2 Coordination

Transportation operations in the AAMPO region depend on coordination among agencies with different roles and priorities that share a common transportation network. Many operational challenges, including congestion, incidents, special events, and weather impacts, extend beyond individual jurisdictions or modes. Coordination helps agencies manage these overlaps, align responses, and maintain consistent system performance. This section describes the primary coordination practices used across the region and identifies areas where communication and collaboration are most critical.

---

[11] Iowa State University. (n.d.-b). Facilities Planning and Management. FPM - Division of Operations and Finance. https://operationsfinance.iastate.edu/fpm
[12] Iowa State University. (n.d.). InTrans - Institute for Transportation. https://www.intrans.iastate.edu/
[13] Iowa State University. (n.d.-a). About InTrans. InTrans - Institute for Transportation. https://www.intrans.iastate.edu/about/
[14] City of Ames. (n.d.). Police department - City of Ames, Iowa. https://www.cityofames.org/My-Government/Departments/Police-Department
[15] City of Ames. (n.d.-b). Public safety - City of Ames, Iowa. https://www.cityofames.org/My-Government/Public-Safety
[16] City of Ames. (2020, August 17). Ames Police Department Law Enforcement Services Manual. https://www.cityofames.org/files/assets/city/v/1/police/documents/ames-police-department-policy-manual-82020.pdf

Regular Regional Coordination

There are several regularly scheduled meetings that contribute to regional coordination. These include the following:

- **Central Iowa Safety Team** – meets monthly to discuss safety topics, problems, projects, and improvements along local roadways within regional areas of Iowa. The Safety Team includes representatives from the City of Ames, Story County Sheriff's Office, Story County Engineering, Story County EMS, InTrans, Iowa DOT, Iowa State Patrol, Ames Fire Department, and Ames Police Department. Attendance at these meetings can vary from month to month.
- **AAMPO Transportation Technical Committee (TTC)** – provides technical review and recommendations on regional transportation planning and programming. Its members represent local jurisdictions, transit, schools, ISU, and state and federal partners, offering coordinated technical analysis and operational insight that supports AAMPO's planning and project development. Their main objective is to advise the Transportation Policy Committee.
- **AAMPO Transportation Policy Committee (TPC)** – is the governing body responsible for approving AAMPO plans, funding programs, and establishing regional transportation priorities. Comprised of elected officials, the committee meets to set the strategic direction for mobility, safety, multimodal investments, and compliance with federal planning requirements.
- **Story County Transportation Collaboration** – is a countywide group that brings together human-service agencies, transportation providers, and community organizations to address transportation barriers, strengthen partnerships, and share information about available mobility services. The collaboration meets quarterly to identify emerging needs and coordinate solutions.

Regular Interagency Coordination

There are several regularly scheduled meetings between pairs of individual agencies to coordinate on specific topics. A few of the most notable ones include the following:

- City of Ames engineering staff and Iowa DOT District 1 staff meet twice a year to discuss upcoming roadway and operations projects.
- City of Ames engineering staff and the Iowa State University Facilities and Planning staff meet twice a year to coordinate and discuss upcoming construction projects impacting both entities.
- City of Ames engineering staff and CyRide meet annually to coordinate construction and transit route topics.
- City of Ames engineering staff and InTrans meet twice a year to coordinate research opportunities using city infrastructure.
- ISU and CyRide have reoccurring coordination meetings throughout the year.

Additional coordination occurs for special projects, and ongoing coordination happens as needed.

Special Event Coordination

Special events are a significant operational consideration in the AAMPO region, particularly due to the concentration of large events on the Iowa State University campus. For events such as Iowa State football games and performances at Stephens Auditorium, the Iowa State University Police Department typically leads traffic operations on campus and in surrounding areas. These efforts are coordinated with the Ames Police Department and the Iowa State Patrol to manage traffic flow, pedestrian movements, and access to parking facilities before and after events.

Traffic management for special events relies primarily on staffing resources, with law enforcement personnel positioned at key intersections to direct vehicles and pedestrians. Transit operations are also affected during major campus events, with CyRide adjusting routes or service patterns to avoid

congested areas. Pre-event coordination among agencies is used to identify anticipated impacts, establish roles and responsibilities, and plan for traffic control and access management related to these events.

Other Coordination

The City of Ames engineering staff hosts construction project kick-off meetings for utility companies at the beginning of each construction season. Detailed road closure updates are shared with the Ames Police Department and Ames Fire Department a few days before each closure.

5.3 Conclusion

The AAMPO region includes multiple agencies with distinct responsibilities that operate on a shared transportation network. Coordination occurs through a mix of formal committees, recurring meetings, and direct communication, which together support day-to-day transportation operations across jurisdictions and modes.

Existing coordination is most established for planned activities such as construction and major special events, where roles and responsibilities are generally understood in advance. In contrast, unplanned events, incidents, and rapidly changing conditions rely more heavily on informal communication, which can limit consistency during real-time operations and post-event coordination across agencies.

Special events and incidents highlight the operational interdependencies among roadway operations, transit service, campus activity, and emergency response. These conditions underscore the importance of coordination practices that support shared situational awareness and timely decision making.

Building on existing coordination structures, the region has an opportunity to refine how agencies interact during unplanned events, with an increased focus on real-time operations. There is also an opportunity to expand discussions around joint funding opportunities and the use of multi-agency operational systems and initiatives to support more integrated and efficient transportation management across the region. The needs that emerged from reviewing existing systems for regional collaboration are summarized in **Table 8**.

Table 8: Summary of Needs from Regional Collaboration

ID	Category	Description
R01	Regional Governance, Communication & Funding Coordination	A regional governance structure with consistent communication and coordinated funding to support planning and operations across Ames, Story County, Iowa DOT, ISU Operations, CyRide, InTrans, and emergency services.
R02	Integrated Operations & Event/Incident Management	Regional processes for construction, closures, weather, special events, and incident response using shared procedures, notifications, contacts, communication pathways, and after-action reviews.
R03	Data, ITS Integration, Cybersecurity & Performance	Shared regional data, ITS, traveler information, and cybersecurity practices supported by aligned performance measures and common evaluation methods.
R04	Multimodal & Campus/Community Coordination	Multimodal coordination across transit, bike/ped, micromobility, and campus operations, including ISU Operations and ISU Housing, to support safe and consistent corridor and campus activity management.
R05	Regional Workforce & Capability Development	Regional workforce development through shared training, operational exercises, university partnerships, and coordinated tool adoption to strengthen long-term TSMO capability.

6 Stakeholder Engagement

Each of the defined groups from **Section 5.1** has a strong interest in the future of transportation mobility, safety, and operations within the AAMPO region. An engagement plan was developed for this project that included an overall strategy for stakeholder engagement, including developing project-specific resources and engaging directly with stakeholders. A full stakeholder report is available in **Appendix A**.

6.1 Resources

Throughout development of the AAMPO TSMO Plan, the project team used multiple resources to inform and engage regional stakeholders. Informational presentations were prepared and delivered at existing coordination meetings, including the Central Iowa Safety Team and the AAMPO TTC, to introduce TSMO concepts, share project updates, and support discussion within established forums. These efforts were complemented by periodic project newsletters distributed by email to keep stakeholders informed of progress and upcoming engagement opportunities.

Additional engagement resources included informational fact sheets that summarize the purpose, scope, and expected outcomes of the TSMO Plan in a concise, shareable format. A short online stakeholder survey was developed and distributed to gather broader input across agencies and validate emerging themes related to operations, coordination, and special events.

The project team also conducted one-on-one interviews with interested agencies and organizations to obtain more detailed feedback on operational needs and coordination opportunities. Collectively, these resources supported both broad awareness and targeted input throughout the planning process.

6.2 Engagements

Balancing the need to inform and receive feedback from various stakeholders, three kinds of engagement were developed. First, the informational workshops were designed to give a broad group of stakeholders a basis for understanding the project and an opportunity to provide feedback on the process without diving into specific ITS strategies. Second, one-on-one interviews were scheduled with key regional stakeholders to have deeper conversations about specific needs and transportation concerns in the AAMPO area. Finally, an online survey was conducted to allow individuals from the key stakeholder agencies to share detailed locations of concern and other issues.

These engagement strategies worked together from the broadest to the most detailed to help AAMPO decide where it is most beneficial to focus efforts to have a positive impact on the plan.

6.2.1 Workshops

Each presentation and workshop provided an overview, goals, and stakeholder engagement approach for development of the AAMPO's TSMO Plan. A project fact sheet describing TSMO, its goals and benefits, and how they could be applied to the Ames region was provided. Those in attendance provided feedback. **Appendix A** includes meeting minutes for each presentation.

AAMPO TTC Presentation

An in-person presentation was made at the September 11, 2025, meeting of the AAMPO TTC at Ames City Hall. The TTC serves as the primary advisory committee to the AAMPO's Transportation Policy Committee (TPC). Representatives include the City of Ames, City of Gilbert, CyRide, Story County, Boone County, ISU, Ames Community School District, Gilbert Community School District, Iowa DOT, FHWA, and FTA.

The meeting included discussion on how the TSMO plan will inform other AAMPO regional plans, future investments, and policies, and how the TSMO plan will identify regional needs and educate partners on

how to maintain and operate ITS infrastructure after it is built. The need for enhanced traveler information systems and regional collaboration was also emphasized by stakeholders at this presentation.

Central Iowa Safety Team Presentation

The project team made an in-person presentation at the October 7, 2025, meeting of the Central Iowa Safety Team at the Iowa Local Technical Assistance Program (LTAP) offices in Ames. Iowa's Statewide Safety Team Program is a coordinated effort between Iowa LTAP, Iowa DOT, and the Iowa Governor's Traffic Safety Bureau. These safety teams meet on a regular basis to discuss safety topics, problems, projects, and improvements along local roadways within regional areas of Iowa. The Central Iowa Safety Team includes representatives from the City of Ames, Story County Sheriff's Office, Story County Engineering, Story County EMS, InTrans, Iowa DOT, Iowa State Patrol, Ames Fire Department, and Ames Police Department.

Central Iowa Safety Team Meeting, October 7, 2025

This meeting included discussion of current TSMO opportunities in the AAMPO region, including the fiber optic network, the city's traffic management center (TMC) at public works, and various traffic signal sensor improvements like upgraded traffic cameras, refreshed signal timings, and emergency vehicle preemption. Attendees also identified several transportation challenges including distracted drivers, pre-construction coordination, game day traffic, and trains stopped across at-grade intersections.

6.2.2 Interviews

Virtual meetings were conducted one-on-one with key stakeholders to build awareness of and engage in the plan development. These meetings provided the opportunity to address questions and concerns of key stakeholders, explain the purpose of TSMO, and to gather feedback on existing transportation mobility, safety, or operational challenges. These discussions provided critical information and understanding of their routine transportation operations and concerns. Stakeholders shared specific information with the project team and discussed potential changes or ideas that could be implemented or considered with this TSMO plan.

The project team met individually with:

- Iowa DOT
- CyRide
- InTrans
- Iowa State University
- Ames area emergency responders (law enforcement and fire)

Highlights of these conversations are in the following sections. A full summary of comments received through these one-on-one discussions is provided in **Appendix A**.

Iowa DOT

The Iowa DOT and AAMPO representatives discussed a concern for underutilization of existing ITS infrastructure and the need to integrate technology in both daily operations and during special events. Though the stakeholders from Iowa DOT appreciate the current level of collaboration with the City of Ames, they emphasized how they can support the AAMPO region by sharing local traveler information to the 511 system and stationary dynamic message signs (DMS), providing view access to cameras that the DOT already owns and operates, and sharing transportation data for analytics.

Internally, Iowa DOT is focused on safety. Work zones and crash reduction were discussed as priorities.

CyRide

CyRide partners indicated their willingness to work with other regional agencies, including providing their AVL data to other partners for analytics. They currently provide rider information such as bus arrival times via app and add this information to bus stops with dynamic signs where available. They are interested in sharing ITS infrastructure and connecting to the City of Ames's fiber network.

Enhanced communication between the City and CyRide in advance of construction and closures would allow bus routes to be adjusted to maintain continued service for riders and ensure geometry of the roadway continues to be compatible with all vehicles.

InTrans

Themes of the conversation with InTrans included collaboration and coordination. InTrans and the AAMPO staff discussed the potential of sharing the ITS and fiber network to allow InTrans to use actual data from the City of Ames for research purposes.

InTrans suggested several of their developed tools and applications to drive data-based improvements in the region including speed compliance maps, winter maintenance and recovery analysis, work zone crash analysis, shared dashboards, and machine learning for adaptive traffic signals. Meetings to coordinate data sharing and analytics occur twice a year.

Iowa State

The Iowa State operations team is focused primarily on building operations rather than transportation, but they did emphasize a desire for a pedestrian-centric campus. They would like more coordination with the City of Ames about the university-owned traffic signals and special events like move-in days. Better gameday coordination policies and regularly scheduled opportunities for ongoing collaboration would help overcome the challenges of working across several jurisdictions.

Ames Area Emergency Responders

Police and fire representatives from ISU Police, Ames Police, and Ames Fire were present at this meeting. Themes of the discussion were safety, coordination, and data analytics. Distracted driving and public understanding of what to do in the presence of an emergency vehicle were the primary safety concerns. Coordination around construction and gameday operations could be more consistent and collaborative. Policies should be clear regarding when and how to store footage from traffic cameras. Dashboards could be used to share data on corridor performance and transportation investment outcomes.

6.2.3 Survey

A short online survey was conducted after these meetings to gather additional data and validate themes drawn from the interviews. The survey was sent to key stakeholders via email, along with a request that they forward it to additional respondents within their organizations. Respondents were associated with CyRide, Iowa State University, the City of Ames, and EMS.

The most prominent issues in responses included:

- Transit operations
- Special events management
- Signal timing and detection, especially along Lincoln Way and key intersections that affect bus reliability and pedestrian safety.

Full results are available in **Appendix A.**

6.3 Feedback Summary

Specific priorities and themes appeared that are shared among many of the organizations and stakeholders. These included collaboration, safety for all users, and using technology as shown in **Figure 9**.

Figure 9: Word Cloud of themes from the stakeholder meetings

6.3.1 Collaboration and Coordination

All five one-on-one interviews mentioned collaboration and coordination to different degrees. Special event coordination and pre-construction meetings were noted as critical to CyRide operations and efficient EMS response, and gameday operations affect all stakeholders.

6.3.2 Safety

Safety is a consideration for all organizations involved in the regional transportation system. For Iowa DOT, safety is part of their explicit missions, while others, such as ISU and CyRide, focus on mobility policies that address safety. The EMS responders at the police and fire departments take a more active role in safety, with enforcement and response, and InTrans has research focused on work zone crash analysis and speed compliance.

6.3.3 Fiber, ITS, and Data and Analytics

ISU Operations, CyRide, and InTrans have all shown interest in connecting to the City of Ames fiber system to facilitate sharing information and data with the City. Iowa DOT expressed their willingness to share their resources and data with the City. Additionally, InTrans suggested providing their analysis

tools, which would simplify the process of building dashboards and developing useful metrics for analyzing data from the City of Ames and other partners.

Sharing the City's fiber backbone can allow all the stakeholders to engage in a more connected transportation system by enabling the implementation of AVL, EVP, transit signal priority (TSP) and other technologies that interact with signals and the broader transportation network.

6.3.4 Traveler Information

Iowa DOT, CyRide, and the law enforcement organizations each discussed an existing ability or desire to share information with the traveling public. Currently, Iowa DOT operates a 511 traveler information website and mobile application, and CyRide has a mobile application to inform riders of real-time bus locations. The City of Ames has a real-time snowplow location dashboard.

6.4 Conclusion

Table 9 contains a summary of needs derived from the stakeholder engagement process.

Table 9: Summary of Needs from Stakeholder Engagement

ID	Category	Description	Source Agencies
S01	Construction & Detour Coordination	Need early, consistent, and well communicated coordination on construction projects and lane/road closures so transit routes, emergency access, and daily operations can be maintained effectively, with shared expectations for how detours and impacts are communicated across agencies.	• City of Ames (interview + survey) • CyRide (interview + survey) • First Responders • ISU (interview + survey) • Story County
S02	Special Event Traffic Management	Need a formal, multiagency special event traffic management framework that includes clear roles, recurring coordination, and full integration of transit operations and detour planning to reduce delays and maintain reliable service during large ISU events.	• City of Ames • CyRide (interview + survey) • First Responders • ISU • Story County • Iowa DOT
S03	Data & System Access / Analytics	Need a shared regional data and analytics environment that supports broader, routine sharing of traffic, incident, and operational data (including cameras and 511), provides access to advanced analysis tools, and defines expectations for how long video and data are stored and how they are used for operations and enforcement.	• City of Ames • First Responders • Iowa DOT • InTrans

ID	Category	Description	Source Agencies
S04	Transit Operations & Reliability	Need enhanced City-CyRide coordination to support transit reliability, including early notification in construction and signal projects, technology solutions such as Transit Signal Priority, integration of CyRide AVL and safety data into regional planning, and displaying real time arrival information at major bus stops and shelters.	• City of Ames • CyRide (interview + survey) • ISU • InTrans
S05	Campus–City Coordination & Long-Range Planning (ISU Operations)	Need enhanced City–ISU operational coordination on multimodal safety (especially along Lincoln Way), signal operations, campus development and parking changes, construction staging and detours, transit/bus stop interfaces, and high impact campus activities (including ISU Housing move in/moveout).	• ISU (campus planners, utilities, Housing) (interview + survey) • City of Ames • CyRide
S06	Emergency Response & Public Safety	Need improved regional emergency operations coordination, including public understanding of how to respond to emergency vehicles, reliable and clearly identified emergency vehicle preemption, systematic coordination on closures and detours to preserve emergency routes, shared access to cameras and operational data, and a coordinated incident management framework with agreed-upon protocols, diversion routes, and after-action review practices.	• Ames Police • Ames Fire • ISU Police • Iowa DOT • Iowa DPS • City of Ames • Story County • Central Iowa Safety Team participants; Survey – MGMC/EMS
S07	Multimodal / Pedestrian–Bike–Micromobility Safety	Need to enhance multimodal safety and accommodation, particularly in campus areas and high conflict corridors, by improving pedestrian and bicycle crossings and better integrating micromobility devices (E-scooters, etc.) to reduce conflicts with pedestrians.	• ISU (interview + survey) • City of Ames • CyRide (survey)
S08	Fiber / ITS Infrastructure & Technology Integration	Need to maximize use of the City's expanding fiber and ITS network through joint projects, shared data access across agencies, and clearer agreements and processes for operational and research partners to access City ITS infrastructure in a secure, sustainable way.	• City of Ames • InTrans • ISU • Iowa DOT • CyRide
S09	Performance Measurement & Metrics	Need to establish shared TSMO performance measures and reporting practices so agencies can consistently define "success," evaluate operational outcomes, and communicate results (e.g., corridor performance, response times, handsfree law impacts) through dashboards and other tools.	• Iowa DOT • City of Ames • InTrans • Ames Police

ID	Category	Description	Source Agencies
S10	Public Communication & Traveler Information	Need to improve regional communication and traveler information through stronger outreach and multichannel messaging (apps, social media, DMS, 511, etc.) that addresses distracted driving, event traffic expectations, and changing travel conditions for closures and weather disruptions.	• Iowa DOT (interview + survey) • Ames Police (interview + survey) • Ames Fire (interview + survey) • CyRide (interview + survey) • City of Ames(interview + survey) • Central Iowa Safety Team participants (interview + survey)
S11	Regional Coordination & Forums	Need recurring, operations-focused regional coordination forums that bring together Ames, Story County, ISU Operations, CyRide, Iowa DOT, InTrans, and emergency services to align with planning, construction, special events, incident management, and day-to-day operations.	• InTrans • Iowa DOT • City of Ames • Story County • Ames Police • Ames Fire • ISU Police • Central Iowa Safety Team participants • ISU Operations • CyRide

7 Existing Needs

From the Existing Conditions review and the Regional Collaboration discussion, several areas of concern rise to the top. These are the primary needs of the AAMPO region right now and will be the focus of the strategic plan sections below.

Safety

This includes the safety of all users of the AAMPO regional transportation network and improved emergency response.

Mobility/Multimodal

This refers to the efficiency of movement of all users, including buses, pedestrians, and cyclists during regular roadway conditions and peak hours.

Communication

This includes both communication with the public and interagency partners.

Event Management

This encompasses planned special events like sports or concerts, as well as other events like incidents and construction.

Technology

This area refers to the desire to implement technologies to improve asset management and innovation strategies throughout the region.

8 Strategic Plan

The strategic plan is intended to serve as an outline of the specific program areas and actions that AAMPO has chosen to pursue to promote TSMO throughout the region. The focus areas are split into sub-sections of program management, mobility and multimodal operations, event management, and supporting technology and infrastructure. Emphasizing each of these areas helps AAMPO develop a solid and lasting foundation for TSMO integration in the region.

Each activity has been associated to the needs described in **Sections 5.3** and **6.4**. The level of regional impact and difficulty of implementation (including necessary time, institutional complexity, and resources/cost) have also been identified for each action. These impact and difficulty rankings have been combined to create a priority level for each action item. **Table 10** offers a brief description of what rankings each priority level represents and how priorities should affect implementation.

Table 10: Activity Prioritization

Regional Impact Score	Level of Difficulty	Priority Level	Explanation
High	Easy	**1**	Do these activities first to build a foundation for the TSMO program and momentum to accomplish more difficult tasks.
High	Medium	**2**	Get started with planning now, as these activities will require sustained effort but will provide a high level of regional impact.
Medium	Easy	**3**	These activities will help AAMPO grow the foundation of the TSMO program and enable harder work.
Medium	Medium	**4**	These items will help continue the growth of the TSMO program but require a foundation of good coordination and strong interagency relationships that will be established via higher priority tasks.
High	Hard	**5**	These are long-term strategies that are critical but require dedicated champions and established relationships to complete.
Medium	Hard	**6**	The needs associated with these tasks should be re-evaluated after progress has been made on higher priority items.
Low	Any	**7**	Support these activities and look for opportunities to accomplish them within other initiatives.

The strategic section of the plan also outlines relevant emerging technologies that AAMPO should continue researching before considering implementation, and a section on maintaining the TSMO program and this plan.

8.1 Program Management

Program management focus areas emphasize the internal structures of agencies and coordination across regional partners required for the implementation of TSMO measures throughout the region. Staffing and funding plans, regional coordination plans, and structures for data management and sharing are building blocks of a sustainable and adaptable TSMO program.

8.1.1 Regional Coordination for Transportation Operations

Establish consistent, operations-focused regional coordination to support day-to-day transportation system management across the AAMPO region.

Stakeholder engagement consistently identified coordination across agencies as a primary need. While the Central Iowa Safety Team provides an important forum for safety-related discussions, there is currently no recurring forum dedicated specifically to transportation system operations. Many operational challenges in the AAMPO region, including traffic signal performance, transit reliability, special events, incidents, and technology deployment, span multiple jurisdictions and agencies.

Dedicated, operations-focused coordination among AAMPO partners such as the City of Ames, CyRide, Iowa DOT, Iowa State University, InTrans, and regional emergency services would improve information sharing, reduce duplication of effort, and support more efficient use of existing systems and resources. Strong coordination can also lower the effort required to deploy and maintain technology by aligning priorities, sharing lessons learned, and identifying opportunities for collaboration. **Table 11** shows recommended activities related to improving regional coordination.

Table 11: Associated Activities for Regional Coordination for Transportation Operations

Priority Level	Strategy	Regional Impact	Difficulty of Implementation	Associated Need
1	Convene a recurring, operations-focused regional working group focused on topics such as corridor performance, construction coordination, special events, incidents, and use of shared data or technology	High	Easy	R01, R02, S11
3	Host a workshop to inform regional stakeholders about the outcomes of this TSMO Plan and begin ongoing coordination	Medium	Easy	S11
3	Facilitate a review of existing forums to determine whether operational needs related to traffic operations, transit operations, data sharing, and technology deployment are being addressed	Medium	Easy	R01, R02, R03, S08, S11
7	Document coordination discussions, action items, and follow-up needs to support continuity across agencies and staffing changes	Low	Easy	R01, R02, S11

8.1.2 Planning and Funding for TSMO Implementation

Integrate TSMO into regional policy, planning, and funding processes to support the implementation of cost-effective and targeted operational improvements.

The advancement of TSMO strategies in the AAMPO region is dependent on funding and workforce availability. Today, most ITS and operational investments are planned and delivered independently by individual agencies. This approach can make it harder to pursue projects that span jurisdictions or provide broader regional benefits.

AAMPO can help address this challenge by supporting individual member agencies in acquiring TSMO funding, by identifying when regional funding coordination makes sense, and by aligning planning and prioritization processes with TSMO objectives. Through collaboration, the region may be better positioned to pursue grants and funding opportunities that are difficult for agencies to access on their own. Integrating TSMO into regional planning and project prioritization also helps direct limited resources toward strategies that improve daily operations and deliver clear regional value. Activities related to planning and funding TSMO projects can be found in **Table 12**.

Table 12: Associated Activities for Planning and Funding for TSMO Implementation

Priority Level	Strategy	Regional Impact	Difficulty of Implementation	Associated Need
1	Support and coordinate development of individual and joint grant applications for regionally significant TSMO initiatives	High	Easy	R01
2	Incorporate TSMO considerations into regional project selection and prioritization criteria	High	Medium	R01
3	Identify grant programs and other funding opportunities that are applicable to TSMO projects	Medium	Easy	R01

8.1.3 Regional TSMO Workforce Development

Build regional ITS and TSMO expertise through partnerships, training, and knowledge sharing.

Since AAMPO does not operate transportation systems directly and does not employ operations staff, progress depends on the skills and capacity of partner agencies. Staff turnover, new technology, and changing operational needs also create ongoing training demands.

AAMPO can add value by connecting agencies to existing resources. This includes local and statewide partners such as Iowa State University, InTrans, Iowa DOT, as well as national transportation training and research programs. AAMPO can also help partners learn from pilots and deployments, so lessons are shared across agencies.

AAMPO can also support workforce development by connecting regional agencies with training, research, and peer resources related to ITS and TSMO. This includes signal timing, transit operations, event and incident management strategies, data and performance tools, and emergency response coordination. To minimize the burden on AAMPO and partner agencies, some workforce development activities can be integrated into the proposed operations coordination meetings. **Table 13** shows actions that AAMPO can take to encourage workforce development in TSMO.

Table 13: Associated Activities for Regional TSMO Workforce Development

Priority Level	Strategy	Regional Impact	Difficulty of Implementation	Associated Need
3	Document pilot projects and demonstrations and share lessons learned with partner agencies	Medium	Easy	R05
3	Coordinate regional training opportunities, peer exchanges, and product demonstrations on traffic operations, data management, and emerging technologies	Medium	Easy	R05, S03, S11
4	Facilitate partnerships between regional agencies and Iowa State University to promote applied research, student projects, and internships aligned with regional TSMO initiatives	Medium	Medium	R05, S05

8.2 Mobility and Multimodal Operations

Multimodal operations are day-to-day activities that impact travel in the AAMPO region, including the traffic signal system, the railroad, transit and active transportation, and emergency vehicle operations. Each of these things happens to varying degrees every day. This is where AAMPO and its member agencies are most likely to get a more significant return on investment, since the recommended activities in these sections will affect daily transportation for almost all residents and travelers.

8.2.1 Traffic Signal Operations and Corridor Management

Support corridor-based signal operations strategies that improve reliability, safety, and multimodal performance across jurisdictional boundaries.

Traffic signals influence how all people move through the region, including drivers, buses, pedestrians, and cyclists. Signal timing and coordination, paired with active management strategies like adaptive signal timing where appropriate, are often among the most cost-effective TSMO strategies. When corridors are timed well and updated regularly, agencies can reduce delay, improve travel time reliability, and support safer crossings. A corridor approach also helps agencies align work across boundaries and focus resources where they have the most impact. **Table 14** shows activities related to traffic signal operations and corridor management.

Table 14: Associated Activities for Traffic Signal Operations and Corridor Management

Priority Level	Strategy	Regional Impact	Difficulty of Implementation	Associated Need
1	Support development of a corridor-based signal timing program, including corridor prioritization, a schedule for periodic timing updates, and active management strategies where appropriate	High	Easy	
1	Support development and documentation of special timing plans for major events, detours, or recurring congestion periods	High	Easy	R02, S02, S05, S11
1	Encourage the use of seasonal timing plans where traffic patterns change significantly during the year	High	Easy	S05
1	Coordinate evaluation of advanced signal operations at high-crash or high-delay locations	High	Easy	
2	Advocate for adoption and use of ATSPM for performance monitoring	High	Medium	R03, S09

8.2.2 Rail Crossing Detection and Notification

Improve awareness of rail crossing blockages by supporting train detection and sharing crossing status information with emergency responders and travelers.

At-grade rail crossings can disrupt travel and delay emergency response. This affects safety and travel time reliability across the region. Direct coordination with railroad operators may be limited, but local agencies can use detection technologies to monitor train presence and identify prolonged blockages at priority crossings. Sharing this information in real-time can support emergency routing decisions and reduce avoidable delays. Public messaging can also help travelers choose safer and more reliable routes when crossings are blocked. Actions to improve rail crossing detection and notification are in **Table 15.**

Table 15: Associated Activities for Rail Crossing Detection and Notification

Priority Level	Strategy	Regional Impact	Difficulty of Implementation	Associated Need
3	Document technology use cases, operating procedures, and lessons learned to inform future deployments	Medium	Easy	
4	Support deployment of technologies that detect train presence at priority locations	Medium	Medium	
5	Coordinate integration of crossing status into event and detour planning where blocked crossings are likely to affect routing	High	Hard	S01, S02
5	Coordinate sharing of rail crossing status information with emergency response agencies to support routing and response decisions	High	Hard	R02, S01, S06, S11
6	Encourage public communication of rail crossing blockages through dynamic signs, traveler information websites, or other regional information channels	Medium	Hard	R03, S10

8.2.3 Transit Operations and Reliability

Support transit operations strategies that improve reliability, safety, and the transit user experience across the AAMPO region.

Transit plays an important role in regional mobility, particularly for students, employees, and residents. Delays caused by traffic congestion, construction, and special events can reduce reliability and increase travel time. Operational strategies such as transit signal priority, real-time arrival information, and safer access to stops can help buses move more efficiently and make transit easier to use. These improvements also strengthen connections between transit, walking, biking, and driving. **Table 16** describes activities to improve transit operations and reliability in the AAMPO region.

Table 16: Associated Activities for Transit Operations and Reliability

Priority Level	Strategy	Regional Impact	Difficulty of Implementation	Associated Need
2	Advocate for coordination between transit operators and local agencies to maintain reliable service during construction and major events	High	Medium	R02, R04, S01, S02, S04, S11
4	Support deployment of transit signal priority (TSP) on key routes	Medium	Medium	R04, S04
4	Promote design and operational improvements that enhance perceived safety and comfort at bus stops and along pedestrian routes	Medium	Medium	R04, S04, S05, S07
7	Coordinate installation of real-time transit arrival information	Low	Medium	R03, R04, S04, S10

8.2.4 Emergency Vehicle Operations and Coordination

Support consistent and effective emergency vehicle operations across the AAMPO region through coordinated use of signal priority and operational standards.

Emergency vehicle operations directly affect response times during crashes, medical emergencies, fires, and other incidents. Delays at signalized intersections can slow emergency response and increase risk for both responders and the traveling public. Coordinated use of EVP systems can reduce these delays and improve reliability. Because emergency response routes often cross jurisdictional boundaries, alignment across agencies is important for effective regional operations. Activities for improving emergency vehicle operations and coordination are in **Table 17**.

Table 17: Associated Activities for Emergency Vehicle Operations and Coordination

Priority Level	Strategy	Regional Impact	Difficulty of Implementation	Associated Need
2	Coordinate development of regional standards for EVP deployment and operation	High	Medium	R02, R03, S06, S11
4	Support updates or expansion of EVP systems on priority corridors and response routes	Medium	Medium	R02, S06

8.2.5 Active Transportation Operations and Safety

Support operational strategies that improve safety, comfort, and crossing efficiency for people walking and biking across the AAMPO region.

Walking and biking are important travel modes in the region, especially near campus and along key corridors. Operational decisions, such as signal timing, detection, and crossing treatments, can reduce conflicts and make crossings easier to use. These changes improve multimodal reliability by reducing unexpected delay and supporting safer interactions at signalized and uncontrolled crossings. Including bike and pedestrian staff in operations discussions helps agencies coordinate improvements and apply consistent practices across projects, construction, and daily operations. **Table 18** shows activities that can help AAMPO improve active transportation operations and safety.

Table 18: Associated Activities for Active Transportation Operations and Safety

Priority Level	Strategy	Regional Impact	Difficulty of Implementation	Associated Need
3	Include bike and pedestrian staff in operations-focused coordination meetings where signal timing, construction impacts, and corridor performance are discussed	Medium	Easy	R04, S01, S07, S11
3	Support operational treatments that prioritize pedestrian and bicycle movements at signalized intersections, including Leading Pedestrian Intervals (LPIs), logic-based phase omissions or delays, detection, and timing adjustments	Medium	Easy	R04, S07
7	Identify and prioritize high-volume pedestrian crossings for crossing enhancements such as RRFBs or other treatments	Low	Medium	R04, S07

8.3 Event Management

Event management includes both planned activities, like construction and sporting events, and unplanned disruptions, such as weather impacts and traffic incidents. TSMO strategies support coordinated and timely decision-making when these events impact travel conditions.

8.3.1 Work Zone Coordination and Traveler Information

Improve work zone safety and travel reliability through better coordination, consistent traffic control practices, and timely traveler information.

Work zones are a frequent source of delay and safety risk. They can also disrupt transit service and create barriers for people walking and biking. Emergency response routes may be affected as well. Many of these impacts can be reduced with stronger coordination across agencies and clearer communication with the public. Portable technology and consistent temporary traffic control practices can also help agencies monitor conditions and adjust plans when needed. **Table 19** shows recommended work zone coordination activities.

Table 19: Associated Activities for Work Zone Coordination and Traveler Information

Priority Level	Strategy	Regional Impact	Difficulty of Implementation	Associated Need
1	Encourage use of portable devices and other technology to support work zone safety and traveler information (e.g. portable message signs, speed feedback, or queue warning)	High	Easy	R02, R03, S10
3	Coordinate advance construction notifications and detour information among agencies and across public-facing channels.	Medium	Easy	R02, R03, S01, S10
3	Promote consistent development of temporary traffic control plans, including considerations for transit routing, pedestrian and bicycle access, and emergency response needs.	Medium	Easy	R02, S06, S07

8.3.2 Special Event Operations Coordination

Improve travel safety and reliability during major planned events through coordinated operations planning, transit adjustments, and consistent public communication.

Major events, especially those associated with Iowa State University, can create sharp spikes in travel demand. They affect traffic flow, pedestrian activity, transit operations, and emergency access. Impacts often extend beyond the event footprint and cross jurisdictional boundaries. Coordination before the event can reduce confusion, improve safety, and support faster response when conditions change. Clear, consistent messages to travelers also help reduce avoidable delay. Activities for special event operations coordination are in **Table 20.**

Table 20: Associated Activities for Special Event Operations Coordination

Priority Level	Strategy	Regional Impact	Difficulty of Implementation	Associated Need
1	Coordinate an event notification and coordination process between ISU and the City of Ames, including key contacts, timelines, and defined pre-event coordination steps	High	Easy	R02, S02, S05, S11
2	Conduct after-action reviews for major events and document lessons learned for future playbook updates	High	Medium	R02, R05, S02, S11
4	Promote regional playbooks or templates for major events, including traffic control, transit service adjustments, and public messaging	Medium	Medium	R02, S02, S04, S10
4	Support development of event routing concepts and special signal timing plans for recurring major events, led by the owning agencies	Medium	Medium	R02, S02, S11

8.3.3 Incident Response Coordination

Support coordinated, cross-jurisdictional incident response to reduce delays and improve safety during crashes and other unplanned events.

Traffic incidents can quickly disrupt travel and create safety risks for responders and travelers. Many incidents affect multiple agencies and cross jurisdictional boundaries. Clear roles, shared procedures, and regular practice help agencies respond more consistently. Coordination also supports quicker clearance, reduces secondary crashes, and improves communication during rapidly changing conditions. **Table 21** shows associated activities for incident response coordination.

Table 21: Associated Activities for Incident Response Coordination

Priority Level	Strategy	Regional Impact	Difficulty of Implementation	Associated Need
1	Support development and documentation of cross-jurisdictional incident response protocols (short-term, such as crashes and stalled vehicles)	High	Easy	R02, S11
2	Conduct after-action reviews for significant incidents and share key lessons with regional partners	High	Medium	R02, R05, S11
6	Support deployment of CCTV and detection for incident monitoring.	Medium	Hard	R02
7	Leverage participation in statewide planning efforts, trainings, and tabletop exercises to strengthen regional coordination and incident response practices	Low	Medium	R02, R05, S11

8.3.4 Weather Monitoring and Response Coordination

Support coordinated weather monitoring, response planning, and traveler information to reduce safety risks and improve network reliability during severe weather.

Weather can quickly change travel conditions and disrupt routine operations. Flooding, snow, ice, and low visibility can reduce roadway capacity and increase crash risk. Impacts often extend across jurisdictions and affect emergency response, transit, and active transportation. Better monitoring and clear communication help agencies respond faster and help travelers make safer choices. Shared tools and common practices also reduce confusion during fast-moving events. Weather monitoring and response coordination activities can be found in **Table 22**.

Table 22: Associated Activities for Weather Monitoring and Response Coordination

Priority Level	Strategy	Regional Impact	Difficulty of Implementation	Associated Need
3	Support adoption of connected fleet tools for winter maintenance, such as AVL, telematics, and related signal interaction strategies where applicable.	Medium	Easy	R02
4	Support deployment of flood detection and alert capabilities at priority locations, paired with public messaging through traveler information channels.	Medium	Medium	R02, S10
7	Support deployment of weather monitoring technologies, including fixed and vehicle-based mobile units.	Low	Medium	R02
7	Coordinate consistent public messaging for weather impacts across regional channels (for example, agency sites, 511, social media, and portable signs).	Low	Medium	R02, R03, S10
7	Coordinate evaluation of methods to improve winter weather monitoring and response, including data sources, communication practices, and operational procedures.	Low	Easy	R02, S11

8.4 Technology and Infrastructure

Technology and infrastructure provide the foundation for implementing TSMO in the AAMPO region. This section describes the systems and practices that support monitoring, communication, data use, and coordinated operations across agencies.

8.4.1 ITS and Communications

Support development and coordination of ITS and communications infrastructure that enables connected, reliable transportation operations across the AAMPO region.

Communications and ITS infrastructure provide the foundation for many TSMO strategies, including traffic signal operations, transit management, incident response, and traveler information. The City of Ames has built out a network of fiber and field devices through phased investments, creating opportunities for expanded coordination and system integration across agencies. Iowa DOT and Iowa State University also own and operate fiber systems. Other parts of the region, including the City of Gilbert and surrounding rural areas, have more limited infrastructure. A coordinated regional approach can help align future investments, support interoperability, and extend operational benefits where they are most needed. **Table 23** shows associated activities for ITS and communications.

Table 23: Associated Activities for ITS and Communications

Priority Level	Strategy	Regional Impact	Difficulty of Implementation	Associated Need
2 – Continued Effort	Support planning and coordination around deployment of ITS field devices such as traffic signals, detection, CCTV, road weather information systems (RWIS), and DMS	High	Medium	R03, S11
2 – Continued Effort	Support expansion and coordination of fiber and wireless communications to improve signal interconnection and system connectivity across jurisdictions	High	Medium	R03, S08, S11
2	Coordinate discussion of system interfaces between agencies, including data exchange, communications handoffs, and shared access to field devices	High	Medium	R03, S03, S11
4	Identify priority corridors or locations for ITS investments based on safety, mobility, and operational needs	Medium	Medium	R03, S11
4	Maintain and update the regional ITS architecture to reflect existing conditions, planned projects, and evolving operational needs	Medium	Medium	R03

8.4.2 System Maintenance

Support consistent maintenance, monitoring, and lifecycle planning for ITS and communications systems across the AAMPO region.

ITS and communications systems only provide value when they are reliable and well maintained. As the region continues to invest in technology, maintenance needs will grow and become more complex. Agencies vary in staffing, tools, and practices, which can lead to uneven system performance. Coordinated approaches to maintenance and replacement planning can help agencies manage assets more efficiently, reduce downtime, and extend the useful life of existing investments. System maintenance can be supported with the activities in **Table 24**.

Table 24: Associated Activities for System Maintenance

Priority Level	Strategy	Regional Impact	Difficulty of Implementation	Associated Need
2	Educate member agencies about shared ITS assets and assist in coordinating inventories and lifecycle needs across agencies	High	Medium	R03, S11
3	Assist with development of regional practices for ITS system maintenance and replacement planning	Medium	Easy	R03, S11
3	Support use of remote diagnostics and system health monitoring tools to improve awareness of system performance and maintenance needs	Medium	Easy	S09

8.4.3 Data, Performance, and Decision Support

Support use of shared data and performance measures to inform planning, operations, and investment decisions across the AAMPO region.

Transportation agencies in the region collect a growing amount of data, but it is not always used consistently to guide decisions. Clear performance measures and accessible analytics help agencies understand where problems exist, track how strategies perform over time, and communicate outcomes to decision-makers and the public. A regional approach to data and performance supports more transparent prioritization, improves coordination across agencies, and focuses limited resources on strategies that deliver measurable benefit. Taking advantage of data that other regional agencies, particularly Iowa DOT, have already licensed can reduce the cost of initiating a performance measurement program. The activities in **Table 25** can help AAMPO align data sources and facilitate performance measurement.

Table 25: Associated Activities for Data, Performance, and Decision Support

Priority Level	Strategy	Regional Impact	Difficulty of Implementation	Associated Need
3	Support identification and alignment of key performance measures related to safety, mobility, reliability, and multimodal operations	Medium	Easy	R03, S03, S09, S11
3	Facilitate documentation of available data sources, ownership, and appropriate data sharing practices among regional partners	Medium	Easy	R03, S03, S11
4	Support development and use of data analytics platforms and performance dashboards to track safety, mobility, reliability, and operational outcomes across the region	Medium	Medium	R03, S03, S09, S11

8.4.4 Traveler Information

Support consistent, timely traveler information across the AAMPO region so travelers can make informed decisions during changing conditions.

Travel conditions can change quickly due to construction, special events, crashes, and weather. When information is shared early and consistently, travelers can choose safer routes, reduce delay, and avoid unnecessary congestion. Information is currently available through platforms such as Iowa DOT's 511IA platform, roadside signs, agency channels, and third-party mapping applications. Coordinated messaging across these channels helps reduce confusion and improve public trust during significant events. **Table 26** shows activities that will help create a cohesive traveler information ecosystem.

Table 26: Associated Activities for Traveler Information

Priority Level	Strategy	Regional Impact	Difficulty of Implementation	Associated Need
4	Coordinate regional traveler information across partner agencies and public-facing channels, including construction, event, incident, and weather impacts	Medium	Medium	R01, R02, S10
4	Support development of a shared traveler information protocol, including what information is shared, who shares it, timing expectations, and key contacts	Medium	Medium	R01, R02, S10
7	Promote consistent message formats and terminology for closures, detours, incidents, and weather impacts across agency websites, social media, 511, and portable or permanent signs where applicable	Low	Easy	R01, R02, S10

8.4.5 Cybersecurity

Support cybersecurity awareness and consistent practices for transportation and operations systems across the AAMPO region.

Transportation operations in the AAMPO region increasingly rely on connected systems, including traffic signals, communications networks, traveler information, transit technology, and monitoring tools. As agencies expand these systems and coordinate more closely by sharing data, communications pathways, and operational information, cybersecurity risks increase. Disruptions to connected systems can affect day-to-day operations, limit the ability to manage incidents or signals, and reduce confidence in shared information. A common baseline of cybersecurity awareness and practices helps support reliable regional operations while remaining realistic given the size and capacity of partner agencies. Activities to improve regional cybersecurity can be found in **Table 27**.

Table 27: Associated Activities for Cybersecurity

Priority Level	Strategy	Regional Impact	Difficulty of Implementation	Associated Need
3	Encourage consideration of cybersecurity risks in ITS planning and system upgrades, particularly for connected and remote-access systems	Medium	Easy	R03
4	Coordinate sharing of cybersecurity resources and training opportunities, including state and federal guidance, with partner agencies	Medium	Medium	R03, R05
7	Support adoption of minimum cybersecurity guidelines or best practices for regional transportation and operations systems	Low	Hard	R03, S11

8.5 Emerging Technologies

Emerging technologies can support TSMO efforts by improving monitoring, coordination, and decision-making. Knowing when a specific technology is a good fit can be difficult for many agencies. As technologies mature rapidly, agencies are often overwhelmed by options, and not all solutions are ready for broad deployment. Vendor claims also do not always reflect real world performance or long-term operational impacts.

This section identifies technologies that may be relevant to AAMPO's TSMO priorities and describes how AAMPO can support partners through coordination and sharing information and lessons learned.

8.5.1 Technology Adoption Framework

A structured technology adoption framework helps agencies evaluate emerging tools in a consistent and practical way. It helps reduce risk by promoting evaluation before deployment.

Framework Objectives

The objectives of an emerging technology adoption framework for the AAMPO region are to:

- Prioritize technologies that address documented operational needs
- Base deployment decisions on observed performance, documented experience, and anticipated benefits
- Support realistic planning by identifying costs, integration needs, and maintenance impacts early
- Build staff understanding and confidence through exposure and shared learning
- Reduce risk by advancing technologies in measured steps rather than full deployment

Tiered Evaluation Approach

Not every technology requires the same level of assessment. This tiered approach, as seen in **Table 28**, considers technology maturity, complexity, and potential impact. Agencies may advance technologies through the tiers or pause or end evaluation if performance, risk, or value does not justify further effort.

Table 28: Tiered Evaluation Approach for Emerging Technologies

Tier	Name	Description
Tier 1	Paper Evaluation	A desk review of vendor materials, peer agency experience, and available documentation. No field work.
Tier 2	Limited Demonstration	A live demonstration where the vendor shows the product in operation without connecting to the agency's network.
Tier 3	Field Pilot	A small-scale deployment at a controlled location or corridor to evaluate real world performance, integration needs, and operational impacts.
Tier 4	Scalability Evaluation	An assessment of whether a successful pilot could scale beyond a single location. This tier focuses on staff workload, maintenance burden, communications needs, cybersecurity considerations, and long-term costs.

8.5.2 Current Emerging Technologies to Monitor and Evaluate

Advanced Sensor Technologies

Newer sensors such as LiDAR, thermal cameras, and “sensor fusion” devices can detect and track vehicles, pedestrians, and bicycles more reliably than older detection in many settings. These tools are improving quickly and may work better in challenging conditions such as low light, glare, or complex crossings.

Action: Coordinate periodic peer exchanges to share lessons learned from sensor deployments elsewhere and discuss where advanced detection could address multimodal safety or data quality needs in the AAMPO region.

Data Sharing Platforms and Predictive Analytics

Data sharing platforms bring information from different sources into a shared environment so partners can view, analyze, and report on performance. This can include agency data (signals, transit, incidents) and crowd-sourced or third-party sources (for example, probe speed and travel time data). Predictive analytics tools can also help spot patterns and flag conditions that tend to lead to congestion or delays.

Action: Facilitate a regional discussion to document priority data needs, available sources (including third-party data), and practical data-sharing approaches that support coordination, performance reporting, and traveler information.

Electrification

Electrification includes electric vehicle (EV) charging infrastructure and the information systems that show charger locations and availability. It can also include managed charging, which coordinates charging to reduce peak demand, and newer concepts such as in-pavement charging for transit vehicles in specific locations.

Action: Support coordination for EV charging availability information and clarify how it is shared through existing traveler information channels and widely used platforms.

AI Analytics

Artificial intelligence (AI) and machine learning tools are increasingly built into software that agencies already use. In practice, these features often help summarize large datasets, flag unusual conditions, or identify trends that would take staff a long time to review manually. AI can also support predictive approaches, such as spotting device performance patterns that suggest a likely failure.

Action: Encourage partner agencies to share experiences with AI features in existing tools, including what has been useful, where limitations exist, and how outputs can support regional performance reporting and asset management discussions.

AV Readiness

Automated vehicle (AV) readiness focuses on preparing for increased vehicle automation rather than deploying automation broadly. AV services may arrive later in Ames than in larger cities, but smaller pilots can still be possible, especially in controlled environments such as a campus route.

Action: Coordinate periodic reviews of AV-related developments and identify low-effort practices that support safe operations today, such as consistent work zone information, pavement marking and signing clarity, and curbside activity coordination.

CV Readiness

Connected vehicle (CV) readiness involves vehicle-to-everything (V2X) communications and signal phase and timing (SPaT) information that could be shared between signals and vehicles. This area is still evolving, and the direction of deployment is tied closely to vehicle manufacturers and larger-scale programs.

Action: Monitor and share updates on connected vehicle deployment trends and statewide initiatives. Coordinate with partners if opportunities emerge that affect regional signals, communications, or data practices.

Smart and Connected Work Zones

Smart work zone tools use sensors and communications to detect backups, influence speeds, and share consistent messages with drivers. These tools are especially useful for work zones that move, change frequently, or create unexpected congestion.

Action: Support documentation and sharing of work zone technology lessons learned, with a focus on how information is coordinated across agencies and communicated to travelers.

Digital Twins and Scenario Modeling

Digital twins and scenario models are tools that represent parts of the transportation system in a virtual environment so agencies can test different strategies before implementing them. Some approaches can use live or near-real-time data to improve realism for certain use cases.

Action: Facilitate collaboration with partners and research organizations to understand how tools could impact event planning, detour planning, and signal operations.

Associated activities

- Promote use of a tiered technology evaluation framework when agencies consider emerging technologies
- Monitor emerging technologies that align with regional TSMO needs and partner capacity
- Facilitate discussion of pilots and demonstrations through regional coordination meetings
- Document and share lessons learned from pilots with partner agencies
- Encourage consideration of lifecycle, staffing, and cybersecurity impacts before expanding any new technology

8.6 TSMO Program Maintenance Plan

This section highlights the activities that support the long-term function and sustainability of the TSMO program. Earlier chapters describe the strategies and investments that guide operations across the region. This section focuses on how those strategies are sustained over time. It outlines the ongoing actions that keep program documents current, support communication across agencies, and maintain the systems and assets that contribute to daily operations. These activities reflect the institutional capabilities discussed earlier and reinforce that TSMO depends on sustained processes and coordination, not just technology deployments. Maintaining this plan over time requires ongoing effort to keep materials, contacts, and practices current. The content builds on the guidance and priorities established throughout the TSMO Plan and provides a practical framework for continued implementation as technology, staffing, and regional needs evolve.

While some of the activities described here are carried out in part by individual agencies, this section is not intended to direct the work of any specific organization. The guidance is presented as regionally relevant, high-level practices that agencies may adapt to their own internal structures, resources, and operating environments. It is intended to help each agency understand its role in sustaining the regional TSMO program and supporting coordination with partner agencies. The intent is to offer a shared reference for partners across the region, rather than prescribe uniform procedures or requirements.

8.6.1 TSMO Program Maintenance

Program-level maintenance supports the activities that allow the TSMO program to function as a cohesive, long-term regional effort. It focuses on documentation, coordination practices, data management, and partnerships that help agencies carry out operational strategies. These elements form the foundation that supports the technical and system related activities described later in this chapter.

Documentation & Plan Updates

Program-level documentation includes items such as emergency operations contact information, the TSMO Plan and action items, and the regional ITS plan and map. This documentation supports long-term continuity of the TSMO program. Periodic updates help keep materials aligned with current practices, technology, and staffing. This work includes maintaining core documents, reviewing and refreshing contacts and responsibilities, and updating reference information used by partner agencies.

Member agencies may also choose to initiate their own TSMO or operations-focused programs. AAMPO should support and encourage this and may choose to make recommendations and assist in the development of such programs as appropriate.

Action: Conduct periodic reviews and updates of core TSMO program documents to reflect current practices, staffing, and technologies.

Action: Maintain shared reference materials such as emergency operations contacts, the regional ITS plan, and TSMO action tracking.

Action: Support member agencies in developing their own TSMO plans or operations-focused programs or documents.

Interagency Coordination

Regional coordination supports cohesive operations across jurisdictions and allows agencies to share information related to system needs, planned activities, and operational concerns. Existing groups such as the MDST and other recurring partner meetings create opportunities for dialogue on maintenance, construction, special events, and day-to-day traffic considerations.

Action: Coordinate use of existing and proposed regional forums to address ongoing TSMO topics such as construction impacts, special events, incidents, and day-to-day operational issues.

Action: Facilitate continued dialogue among agencies to maintain shared understanding of roles, priorities, and operational constraints.

Data Management

Data management supports analysis, planning, and operations by maintaining consistent processes for sharing information with regional partner agencies. This includes documenting shared datasets, access procedures, and data pathways used between Ames, ISU, CyRide, Iowa DOT, InTrans, and law enforcement. Examples of shared datasets may include roadway GIS data, traffic operations data, special event information, crash data, and probe data accessed through Iowa DOT.

Action: Support documentation of available data sources, ownership, and access practices among regional partners.

Action: Coordinate discussion of data sharing expectations to improve consistency and transparency while remaining realistic given agency capacity.

Workforce & Partnerships

Workforce development and partnerships contribute to the region's ability to sustain and advance TSMO practices. Collaboration with ISU and InTrans supports applied research, pilot activities, and opportunities for staff development. These partnerships help agencies explore new technologies and operational approaches, while giving the region access to emerging expertise.

Action: Facilitate ongoing partnerships with ISU and InTrans to support training, applied problem-solving, and continuity of regional TSMO capability.

Action: Support regional training and knowledge-sharing activities that help sustain operational capability over time.

8.6.2 System Maintenance

System maintenance supports the continued performance of the regional systems and technologies that contribute to day-to-day operations. This section presents broad practices that help agencies monitor system conditions, organize maintenance activities, and maintain the assets that support TSMO functions. Each partner may apply these concepts in ways that align with its internal procedures, resources, and operational priorities.

System Monitoring

System monitoring supports day-to-day operations by helping agencies track the performance of field devices, communications systems, and related technologies. Monitoring tools allow staff to observe real-time conditions, identify issues such as device or communication failures, and respond to operational needs as they arise. These tools may be used to monitor the operational status of central equipment (servers, data storage), networking equipment (routers, switches, firewalls), mobile devices (fleet vehicles and attached technology), and fixed field equipment (signals, detection equipment, cameras, dynamic signs, road-weather stations, transit kiosks). System monitoring can also include the use of probe data to monitor real-time traffic congestion, work zones, and other information. Monitoring systems can also be configured to provide threshold- or AI-based alerts for failures or conditions that require staff attention.

Action: Encourage agencies to use monitoring tools for the systems they operate.

Action: Support sharing of system status information when it affects coordinated operations

System Asset Management

System asset management supports the performance and reliability of the technologies, equipment, and infrastructure that contribute to daily operations. This section describes the major categories of assets maintained across the region and highlights practices that support their upkeep, documentation, and long-term lifecycle planning.

Asset Categories

Communications assets: Communications assets include the fiber network, switches, routers, firewalls, wireless systems, and interface points used to support device connectivity and data exchange across agencies. These assets form the technical foundation for many monitoring and operational functions.

Mobile and fleet technology: Mobile and fleet technologies include systems such as CAD-AVL, snowplow sensors, and other onboard equipment used on transit, maintenance, and emergency response vehicles. These systems support service monitoring, fleet operations, and situational awareness.

Permanent field technology: Permanent field assets include signals, detection systems, CCTV, DMS, RWIS, and other ITS devices that support traffic operations and weather-related response. These technologies provide information that enables real-time operational decisions.

Asset Inventory & Documentation

Accurate and current asset documentation is critical for agencies to maintain their systems effectively. Inventories typically include asset type, location, configuration, equipment age, and maintenance history. This information supports maintenance planning and troubleshooting. Using an appropriate tool for the specific system or application is also key to supporting maintenance effectively. For example, it is not effective to track fiber systems in a spreadsheet or field electronics in a roadway asset management system.

Action: Encourage agencies to maintain current ITS asset inventories.

Action: Support shared awareness of asset coverage, ownership, and key access points to improve coordination and long-range planning.

Action: Facilitate periodic check-ins among partners to identify major inventory gaps that affect regional coordination or project development.

Maintenance and Lifecycle Practices

Lifecycle planning for any system means accounting not only for the initial purchase and installation, but also long-term operations, maintenance, and eventual replacement. Agencies often estimate maintenance costs at the time of purchase, which may not reflect long-term needs. Tracking actual costs over time helps refine estimates and supports more accurate lifecycle planning. Lifecycle planning also includes anticipating the level of staff time needed to support system administration and maintenance activities. This provides an opportunity for agencies to assess staffing capacity relative to system size, such as the number of devices per technician, and avoid expanding systems beyond what can be reasonably operated and maintained. These considerations help agencies determine when assets should be repaired, upgraded, or replaced based on performance, condition, and funding opportunities.

Action: Encourage lifecycle planning during project development, including consideration of staffing capacity, ongoing maintenance needs, and replacement timelines.

Maintenance practices support stable system performance and may include inspections, calibration, software or configuration updates, seasonal readiness activities, verification of communications performance, and preventive maintenance steps.

Action: Support documentation of basic maintenance procedures and preventive maintenance practices.

Maintenance-management tools such as trouble-ticket or work-order systems can help agencies document issues, track repairs, and maintain records of completed work. These tools support consistent workflows and allow staff to identify recurring needs or trends. Such tools are often, but not always, built into the asset inventory systems for the same systems.

Action: Encourage use of work-order or ticketing tools where appropriate to track maintenance needs and recurring issues.

Coordinated Asset Management

Some asset-related practices can benefit from regional coordination. Agencies may choose to align their documentation standards, discuss shared technology needs, or explore opportunities for joint procurement. These activities can help create consistency across the region and reduce duplication of effort.

Action: Coordinate exploration of opportunities for shared asset management practices.

Regional Communications Systems

Regional communications systems support the exchange of data between ITS devices, central systems, and partner agencies. These systems include the fiber network, network hardware, wireless components, and the interface points that allow devices and applications to function consistently across jurisdictions. Communications infrastructure plays a central role in system reliability and supports operational activities such as device monitoring, data collection, and coordination during special events or incident response.

Maintaining communications systems may include periodic checks of fiber routes, cabinet equipment, and networking hardware, along with activities such as verifying connectivity, monitoring system performance, and documenting interface points between agencies. Some work, such as fiber repair or splicing, may require specialized contractors or equipment. These systems also support multimodal and transit technologies, making routine communication between partner agencies an important component of long-term system upkeep.

Action: Support the exploration of opportunities to leverage regional communications system assets to improve operations throughout the region.

Action: Encourage agencies to formalize communications sharing agreements where appropriate to support predictable access and long-term stability.

8.6.3 Continuous Adaptation and Improvement

Adapting to changing conditions helps the region maintain a responsive and sustainable TSMO program. Technology, staffing needs, customer expectations, and regional priorities will continue to evolve. By building flexibility into operations, agencies can respond effectively to new challenges and opportunities as they arise.

Monitor Emerging Needs and Opportunities

Ames-area agencies can stay aware of shifting technology, strategies, and customer expectations by reviewing industry developments, participating in regional discussions, and maintaining open

communication with one another. This awareness supports informed decision-making as new needs and trends change.

Action: Encourage periodic review of emerging TSMO practices, technologies, and user expectations to identify potential regional applications.

Adapt Tools, Staffing, and Processes as Systems Evolve

New technologies and operational strategies may require changes in how Ames-area agencies staff, organize, and carry out their work. This could include refining job responsibilities, adding training, modifying procedures, or updating workflows to align with system requirements. Partners can also take a measured approach to adopting emerging technologies, balancing innovation with long-term stability.

Action: Encourage agencies to revisit roles, procedures, and training needs as systems expand or operating conditions change.

Integrate Lessons Learned into Future Decisions

Insights gained through system monitoring, maintenance activities, event management, and regional coordination can help shape improvements over time. Taking time to reflect on what works well and where challenges arise supports a more resilient and continually improving regional program.

Action: Encourage documentation of lessons learned from major events, incidents, work zones, pilots, and system upgrades.

Action: Support sharing of lessons learned across partners so initiatives continue even when staff change.

9 Implementation Plan

9.1 Continuing Activities

These items are already in progress but have been identified as high priority and should be continued or maintained at their current level.

Sub Area	Strategy	Regional Impact	Difficulty of Implementation	Associated Need
ITS and Communications	Support planning and coordination around deployment of ITS field devices such as traffic signals, detection, CCTV, RWIS, and DMS	High	Medium	R03, S11
ITS and Communications	Support expansion and coordination of fiber and wireless communications to improve signal interconnection and system connectivity across jurisdictions	High	Medium	R03, S08, S11

9.2 High Priority Activities

These actions have been rated as priority level 1 for the AAMPO region and should be implemented before medium priority or additional activities.

Sub Area	Strategy	Regional Impact	Difficulty of Implementation	Associated Need
Regional Coordination for Transportation Operations	Convene a recurring, operations-focused regional working group focused on topics such as corridor performance, construction coordination, special events, incidents, and use of shared data or technology	High	Easy	R01, R02, S11
Traffic Signal Operations and Corridor Management	Support development of a corridor-based signal timing program, including corridor prioritization and a schedule for periodic timing updates.	High	Easy	
Special Event Operations Coordination	Coordinate an event notification and coordination process between ISU and the City of Ames, including key contacts, timelines, and defined pre-event coordination steps.	High	Easy	R02, S02, S05, S11

Sub Area	Strategy	Regional Impact	Difficulty of Implementation	Associated Need
Planning and Funding for TSMO Implementation	Support and coordinate development of individual and joint grant applications for regionally significant TSMO initiatives	High	Easy	R01
Incident Response Coordination	Support development and documentation of cross-jurisdictional incident response protocols (short-term, such as crashes and stalled vehicles)	High	Easy	R02, S11
Traffic Signal Operations and Corridor Management	Support development and documentation of special timing plans for major events, detours, or recurring congestion periods.	High	Easy	R02, S02, S05, S11
Work Zone Coordination and Traveler Information	Encourage use of portable devices and other technology to support work zone safety and traveler information (e.g. portable message signs, speed feedback, or queue warning)	High	Easy	R02, R03, S10
Traffic Signal Operations and Corridor Management	Encourage the use of seasonal timing plans where traffic patterns change significantly during the year.	High	Easy	S05
Traffic Signal Operations and Corridor Management	Coordinate evaluation of advanced signal operations at high-crash or high-delay locations.	High	Easy	

9.3 Medium Priority Activities

These actions have been assigned a priority level of 2 or 3 and should be implemented before additional actions.

Sub Area	Strategy	Regional Impact	Difficulty of Implementation	Associated Need
Planning and Funding for TSMO Implementation	Incorporate TSMO considerations into regional project selection and prioritization criteria	High	Medium	R01
Emergency Vehicle Operations and Coordination	Coordinate development of regional standards for EVP deployment and operation	High	Medium	R02, R03, S06, S11
Incident Response Coordination	Conduct after-action reviews for significant incidents and share key lessons with regional partners	High	Medium	R02, R05, S11
ITS and Communications	Coordinate discussion of system interfaces between agencies, including data exchange, communications handoffs, and shared access to field devices	High	Medium	R03, S03, S11
Special Event Operations Coordination	Conduct after-action reviews for major events and document lessons learned for future playbook updates.	High	Medium	R02, R05, S02, S11
System Maintenance	Educate member agencies about shared ITS assets and assist in coordinating inventories and lifecycle needs across agencies	High	Medium	R03, S11
Traffic Signal Operations and Corridor Management	Advocate for adoption and use of Automated Traffic Signal Performance Measures (ATSPM) for performance monitoring.	High	Medium	R03, S09
Transit Operations and Reliability	Advocate for coordination between transit operators and local agencies to maintain reliable service during construction and major events	High	Medium	R02, R04, S01, S02, S04, S11
Active Transportation Operations and Safety	Include bike and pedestrian staff in operations-focused coordination meetings where signal timing, construction impacts, and corridor performance are discussed	Medium	Easy	R04, S01, S07, S11

Sub Area	Strategy	Regional Impact	Difficulty of Implementation	Associated Need
Rail Crossing Detection and Notification	Document technology use cases, operating procedures, and lessons learned to inform future deployments	Medium	Easy	
Regional Coordination for Transportation Operations	Host a workshop to inform regional stakeholders about the outcomes of this TSMO Plan and begin ongoing coordination	Medium	Easy	S11
Cybersecurity	Encourage consideration of cybersecurity risks in ITS planning and system upgrades, particularly for connected and remote-access systems	Medium	Easy	R03
Data, Performance, and Decision Support	Support identification and alignment of key performance measures related to safety, mobility, reliability, and multimodal operations	Medium	Easy	R03, S03, S09, S11
Data, Performance, and Decision Support	Facilitate documentation of available data sources, ownership, and appropriate data sharing practices among regional partners	Medium	Easy	R03, S03, S11
Planning and Funding for TSMO Implementation	Identify grant programs and other funding opportunities that are applicable to TSMO projects	Medium	Easy	R01
Regional Coordination for Transportation Operations	Facilitate a review of existing forums to determine whether operational needs related to traffic operations, transit operations, data sharing, and technology deployment are being addressed	Medium	Easy	R01, R02, R03, S08, S11
Regional TSMO Workforce Development	Document pilot projects and demonstrations and share lessons learned with partner agencies.	Medium	Easy	R05
Regional TSMO Workforce Development	Coordinate regional training opportunities, peer exchanges, and product demonstrations on traffic operations, data management, and emerging technologies	Medium	Easy	R05, S03, S11

Sub Area	Strategy	Regional Impact	Difficulty of Implementation	Associated Need
System Maintenance	Assist with development of regional practices for ITS system maintenance and replacement planning	Medium	Easy	R03, S11
System Maintenance	Support use of remote diagnostics and system health monitoring tools to improve awareness of system performance and maintenance needs	Medium	Easy	S09
Weather Monitoring and Response Coordination	Support adoption of connected fleet tools for winter maintenance, such as AVL, telematics, and related signal interaction strategies where applicable.	Medium	Easy	R02
Work Zone Coordination and Traveler Information	Coordinate advance construction notifications and detour information among agencies and across public-facing channels.	Medium	Easy	R02, R03, S01, S10
Work Zone Coordination and Traveler Information	Promote consistent development of temporary traffic control plans, including considerations for transit routing, pedestrian and bicycle access, and emergency response needs.	Medium	Easy	R02, S06, S07
Active Transportation Operations and Safety	Support operational treatments that prioritize pedestrian and bicycle movements at signalized intersections, including Leading Pedestrian Intervals (LPIs), logic-based phase omissions or delays, detection, and timing adjustments	Medium	Easy	R04, S07

9.4 Additional Activities

These are the actions rated level 4 or lower and should be implemented as time and workforce availability permits.

Sub Area	Strategy	Regional Impact	Difficulty of Implementation	Associated Need
Cybersecurity	Coordinate sharing of cybersecurity resources and training opportunities, including state and federal guidance, with partner agencies	Medium	Medium	R03, R05
Traveler Information	Coordinate regional traveler information across partner agencies and public-facing channels, including construction, event, incident, and weather impacts.	Medium	Medium	R01, R02, S10
Traveler Information	Support development of a shared traveler information protocol, including what information is shared, who shares it, timing expectations, and key contacts.	Medium	Medium	R01, R02, S10
Weather Monitoring and Response Coordination	Support deployment of flood detection and alert capabilities at priority locations, paired with public messaging through traveler information channels.	Medium	Medium	R02, S10
Special Event Operations Coordination	Promote regional playbooks or templates for major events, including traffic control, transit service adjustments, and public messaging.	Medium	Medium	R02, S02, S04, S10
Transit Operations and Reliability	Support deployment of transit signal priority (TSP) on key routes	Medium	Medium	R04, S04
Data, Performance, and Decision Support	Support development and use of data analytics platforms and performance dashboards to track safety, mobility, reliability, and operational outcomes across the region	Medium	Medium	R03, S03, S09, S11
Emergency Vehicle Operations and Coordination	Support updates or expansion of emergency vehicle preemption (EVP) systems on	Medium	Medium	R02, S06

Sub Area	Strategy	Regional Impact	Difficulty of Implementation	Associated Need
	priority corridors and response routes			
ITS and Communications	Identify priority corridors or locations for ITS investments based on safety, mobility, and operational needs	Medium	Medium	R03, S11
ITS and Communications	Maintain and update the regional ITS architecture to reflect existing conditions, planned projects, and evolving operational needs	Medium	Medium	R03
Rail Crossing Detection and Notification	Support deployment of technologies that detect train presence at priority locations	Medium	Medium	
Regional TSMO Workforce Development	Facilitate partnerships between regional agencies and Iowa State University to promote applied research, student projects, and internships aligned with regional TSMO initiatives.	Medium	Medium	R05, S05
Special Event Operations Coordination	Support development of event routing concepts and special signal timing plans for recurring major events, led by the owning agencies.	Medium	Medium	R02, S02, S11
Transit Operations and Reliability	Promote design and operational improvements that enhance perceived safety and comfort at bus stops and along pedestrian routes	Medium	Medium	R04, S04, S05, S07
Rail Crossing Detection and Notification	Coordinate integration of crossing status into event and detour planning where blocked crossings are likely to affect routing	High	Hard	S01, S02
Rail Crossing Detection and Notification	Coordinate sharing of rail crossing status information with emergency response agencies to support routing and response decisions	High	Hard	R02, S01, S06, S11
Rail Crossing Detection and Notification	Encourage public communication of rail crossing blockages through dynamic signs, traveler information websites, or other regional information channels	Medium	Hard	R03, S10

Sub Area	Strategy	Regional Impact	Difficulty of Implementation	Associated Need
Incident Response Coordination	Support deployment of CCTV and detection for incident monitoring.	Medium	Hard	R02
Active Transportation Operations and Safety	Identify and prioritize high-volume pedestrian crossings for crossing enhancements such as RRFBs or other treatments	Low	Medium	R04, S07
Cybersecurity	Support adoption of minimum cybersecurity guidelines or best practices for regional transportation and operations systems	Low	Hard	R03, S11
Incident Response Coordination	Leverage participation in statewide planning efforts, trainings, and tabletop exercises to strengthen regional coordination and incident response practices	Low	Medium	R02, R05, S11
Regional Coordination for Transportation Operations	Document coordination discussions, action items, and follow-up needs to support continuity across agencies and staffing changes	Low	Easy	R01, R02, S11
Transit Operations and Reliability	Coordinate installation of real-time transit arrival information	Low	Medium	R03, R04, S04, S10
Traveler Information	Promote consistent message formats and terminology for closures, detours, incidents, and weather impacts across agency websites, social media, 511, and portable or permanent signs where applicable.	Low	Easy	R01, R02, S10
Weather Monitoring and Response Coordination	Support deployment of weather monitoring technologies, including fixed and vehicle-based mobile units.	Low	Medium	R02
Weather Monitoring and Response Coordination	Coordinate consistent public messaging for weather impacts across regional channels (for example, agency sites, 511, social media, and portable signs).	Low	Medium	R02, R03, S10

Sub Area	Strategy	Regional Impact	Difficulty of Implementation	Associated Need
Weather Monitoring and Response Coordination	Coordinate evaluation of methods to improve winter weather monitoring and response, including data sources, communication practices, and operational procedures.	Low	Easy	R02, S11

Transportation Systems Management and Operations Plan

AAMPO Transportation Policy Committee (TPC)

May 26, 2026

Ames Area MPO

Why TSMO Matters for the AAMPO Region

- TSMO =

  Transportation Systems

  Management and Operations

- Simply:

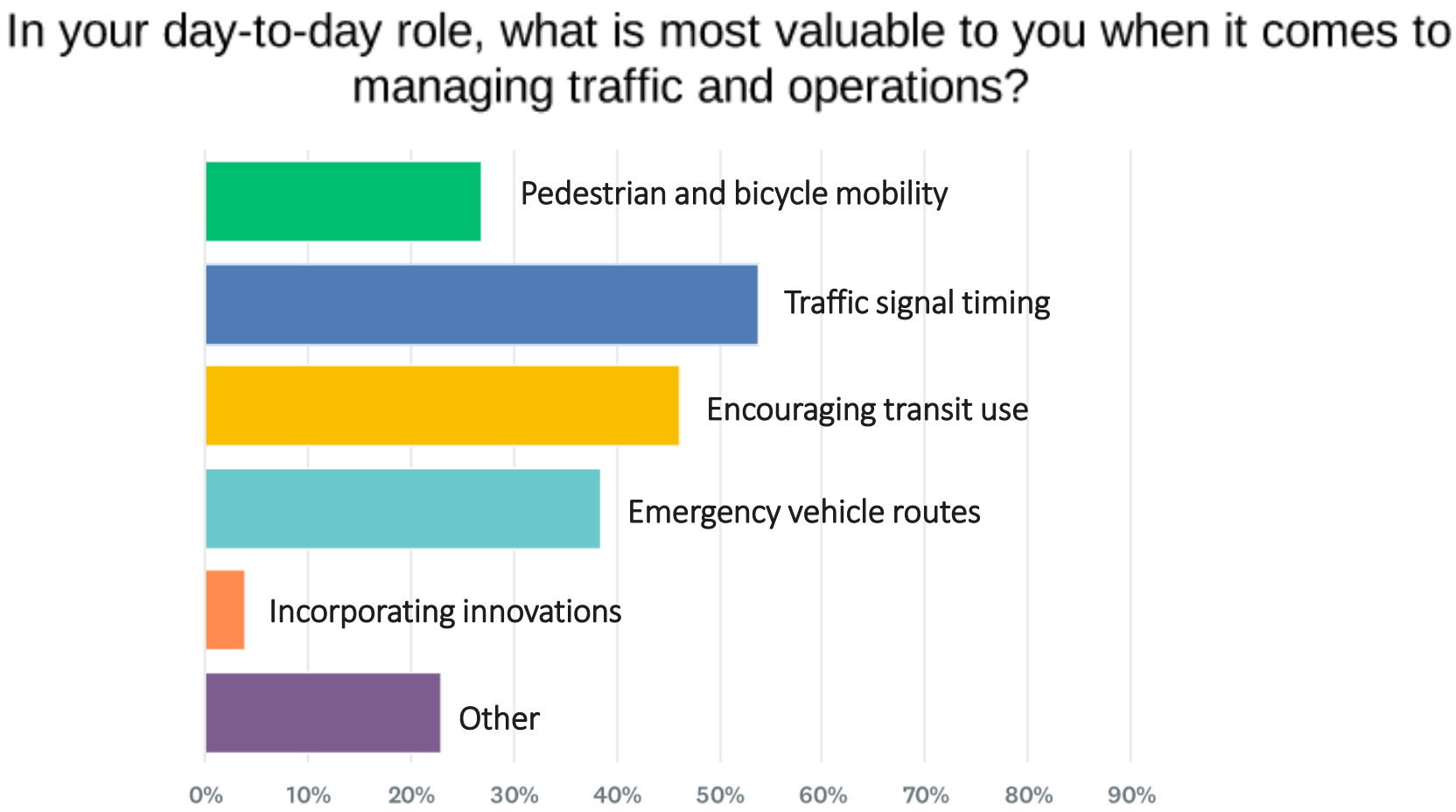
  A Focus on Coordinated Operations

- Why?
  - Saves lives, time, and money
  - Customers expect it

Ames Area MPO

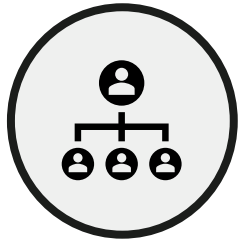
Key Stakeholders and Plan Input

- City of Ames
- Iowa DOT
- CyRide
- ISU
- InTrans
- Emergency services
- Regional partners



Ames Area MPO

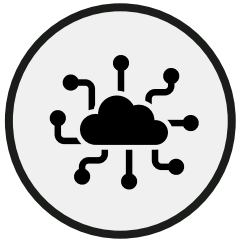
TSMO PLAN STRUCTURE AND CONTENTS



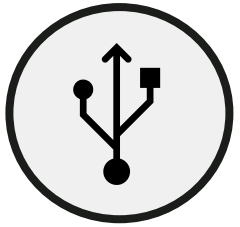
Program Management

Mobility &
Multimodal Operations

Event Management



Technology &
Infrastructure



Emerging Technologies

Program Maintenance

Ames Area MPO

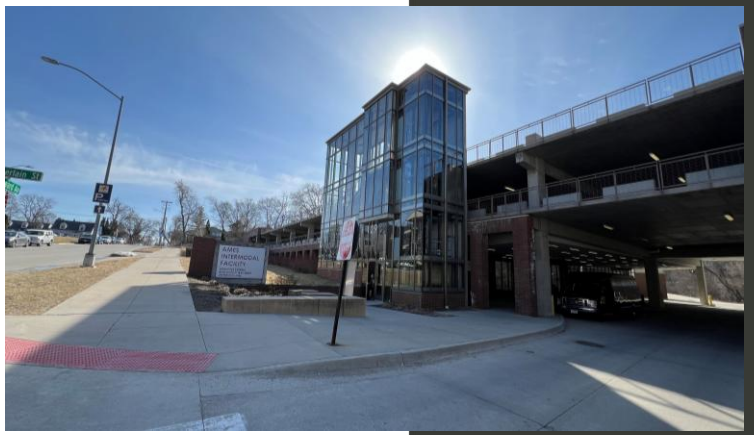
Program Management & Regional Coordination

- Regional Coordination
- Planning & Funding
- Workforce Development

Ames Area MPO

Multimodal and Mobility

- Traffic Signals
- Rail Crossing
- Transit
- Emergency Vehicles
- Active Transportation



Event Management

- Work Zones
- Special Events
- Incidents
- Weather

Ames Area MPO

Technology and Infrastructure

- Intelligent Transportation Systems
- Communications
- Data, performance, decision support
- Traveler information
- System Maintenance

Ames Area MPO

Incorporating Emerging Technologies

- Plan emphasis is on compatibility, long-term support needs, and device maintenance
- Framework:
  - Tier 1: Paper Evaluation
  - Tier 2: Limited Demonstration
  - Tier 3: Field Pilot
  - Tier 4: Scalability Evaluation

Ames Area MPO

Implementation & Policy Direction

- Living document
- Does not create new mandates or costs
- Rating of strategies

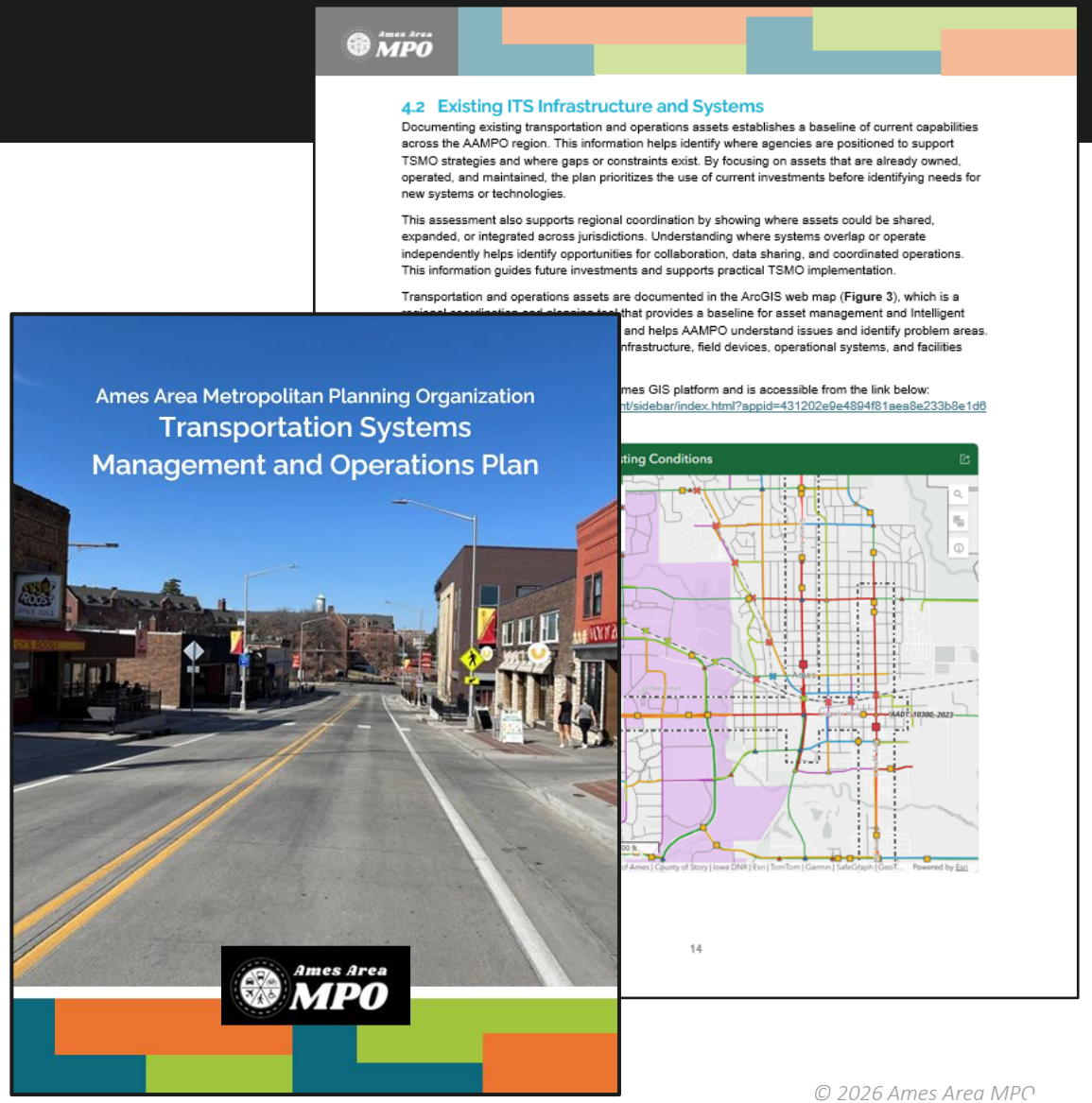
8.3.3 Incident Response Coordination

Priority Level	Strategy	Regional Impact	Difficulty of Implementation
1	Support development and documentation of cross-jurisdictional incident response protocols (short-term, such as crashes and stalled vehicles)	High	Easy
2	Conduct after-action reviews for significant incidents and share key lessons with regional partners	High	Medium
6	Support deployment of CCTV and detection for incident monitoring.	Medium	Hard
7	Leverage participation in statewide planning efforts, trainings, and tabletop exercises to strengthen regional coordination and incident response practices	Low	Medium

Ames Area MPO

The ASK

- Policy Committee approval of draft plan



- May 26, 2026 = Draft Plan Approval
- May 27-June 30, 2026 = Public Comment Period
- July 14, 2026 = Plan Adoption

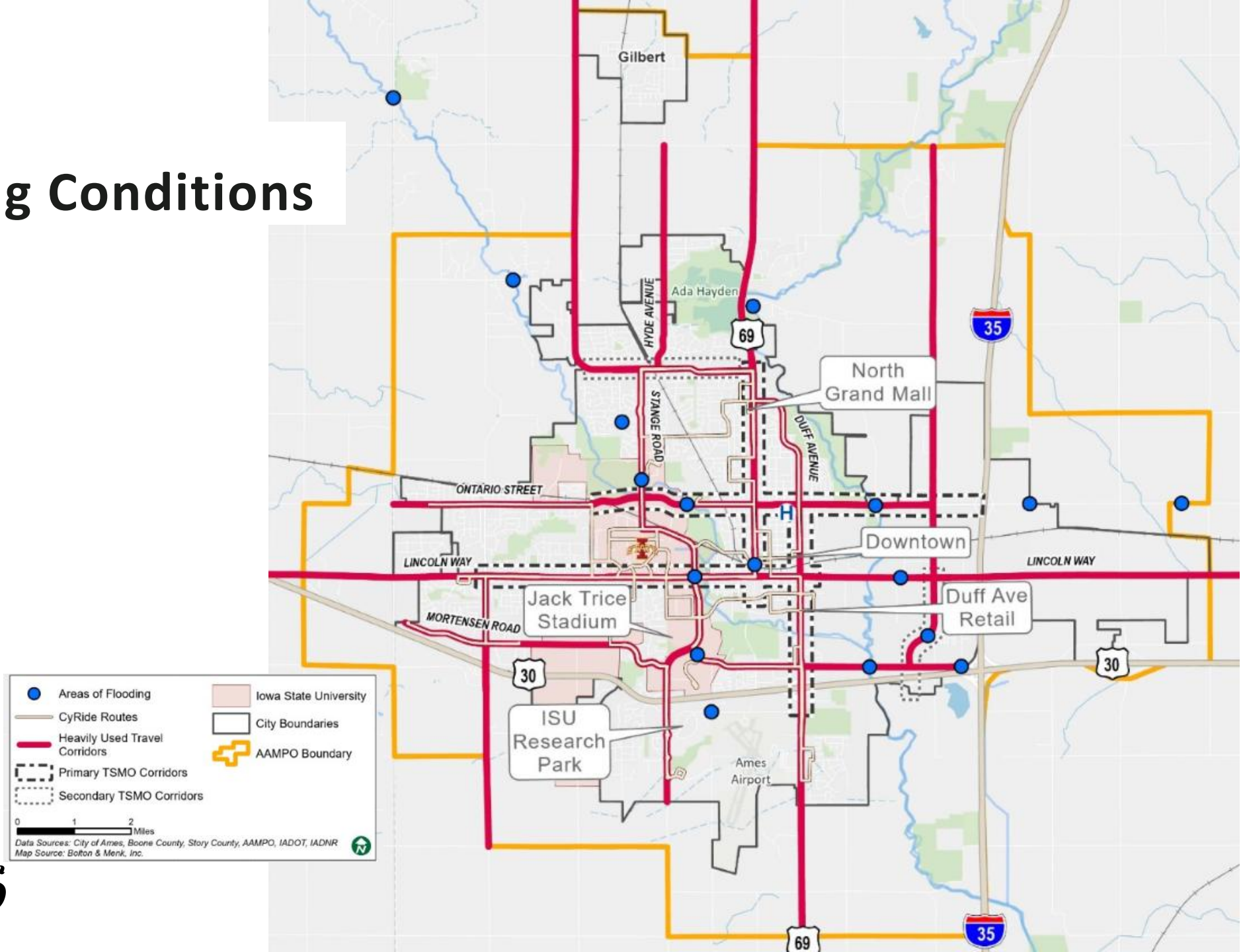
Ames Area MPO

Discussion & Questions

Ames Area MPO

Ames Area MPO

Existing Conditions



Ames Area MPO

What Is TSMO?

Institutional Integration

Technical Integration

Operational Integration

Road Weather Management	Freight Management	Transportation Demand Management	Connected & Automated Vehicles	Traffic Management Centers	Data Collection & Analysis	Traffic Detection	Transportation Management Plan
Special Event Management	Work Zone Management	Traffic Signal Coordination	ITS Devices	Active Transportation	Transit Management	ITS Architecture	Congestion Management
Traffic Incident Management	Ramp Management	Traveler Information	Integrated Corridor Management	Multimodal Operations	Communications Infrastructure	TSMO Program Plan	Central Systems

Business Processes | Performance Measurement | Culture | Organization & Staffing | Systems & Technology | Collaboration

Ames Area MPO

Regional Impact Score	Level of Difficulty	Priority Level	Explanation
High	**Easy**	1	Do these activities first to build a foundation for the TSMO program and momentum to accomplish more difficult tasks.
High	**Medium**	2	Get started with planning now, as these activities will require sustained effort but will provide a high level of regional impact.
Medium	**Easy**	3	These activities will help AAMPO grow the foundation of the TSMO program and enable harder work.
Medium	**Medium**	4	These items will help continue the growth of the TSMO program but require a foundation of good coordination and strong interagency relationships that will be established via higher priority tasks.
High	**Hard**	5	These are long-term strategies that are critical but require dedicated champions and established relationships to complete.
Medium	**Hard**	6	The needs associated with these tasks should be re-evaluated after progress has been made on higher priority items.
Low	**Any**	7	Support these activities and look for opportunities to accomplish them within other initiatives.

ITEM #:	**7**
DATE:	**05-26-26**
DEPT:	**AAMPO**

TRANSPORTATION POLICY COMMITTEE ACTION FORM

SUBJECT: FINAL FY 2027 TRANSPORTATION PLANNING WORK PROGRAM

BACKGROUND:

The Fiscal Year (FY) 2027 Transportation Planning Work Program (TPWP) is the regional work plan developed by the Ames Area Metropolitan Planning Organization (AAMPO) for the fiscal year beginning July 1, 2026, and ending June 30, 2027. Developing a TPWP is an annual requirement for MPOs and identifies the planning activities the MPO will undertake during the upcoming fiscal year, including responsible parties, schedules, anticipated products, funding sources, and the total program budget.

On March 24, 2026, the AAMPO Transportation Policy Committee unanimously approved the Draft FY 2027 TPWP (click here to view the committee action form).

Since draft approval, a public comment period and a review by the Iowa DOT and federal partners has occurred. No public comments were received by staff. **Two minor comments were received by Iowa DOT as follows**:

1. Include a separate line item in the budget table for the annual development of the MPO's Transportation Improvement Program (TIP).

2. Update the Federal Transit Administration (FTA) 5305d funding target to $51,171, to reflect the FTA's recently finalized 5305d funding amounts.

Staff has addressed the above comments in the Final FY 2027 TPWP (**see attached**).

Additionally, in response to discussion at the March 24 Transportation Policy Committee meeting, **staff has modified the northern limits of the S Dayton Ave Corridor Study to now include the intersection of S Dayton Ave and SE 5th Street**. Staff confirmed with the selected consultant that this change would fit within the current project budget. A professional services agreement for this study is anticipated to be brought to the Ames City Council for approval at the June 9, 2026, meeting, with work on the project allowed to begin on July 1, 2026.

Once approved, the Final FY 2027 TPWP will become effective on July 1, 2026.

ALTERNATIVES:

1. Approve the Final FY 2027 Transportation Planning Work Program.

2. Approve the Final FY 2027 Transportation Planning Work Program, with modifications by the Transportation Policy Committee.

MPO DIRECTOR'S RECOMMENDED ACTION:

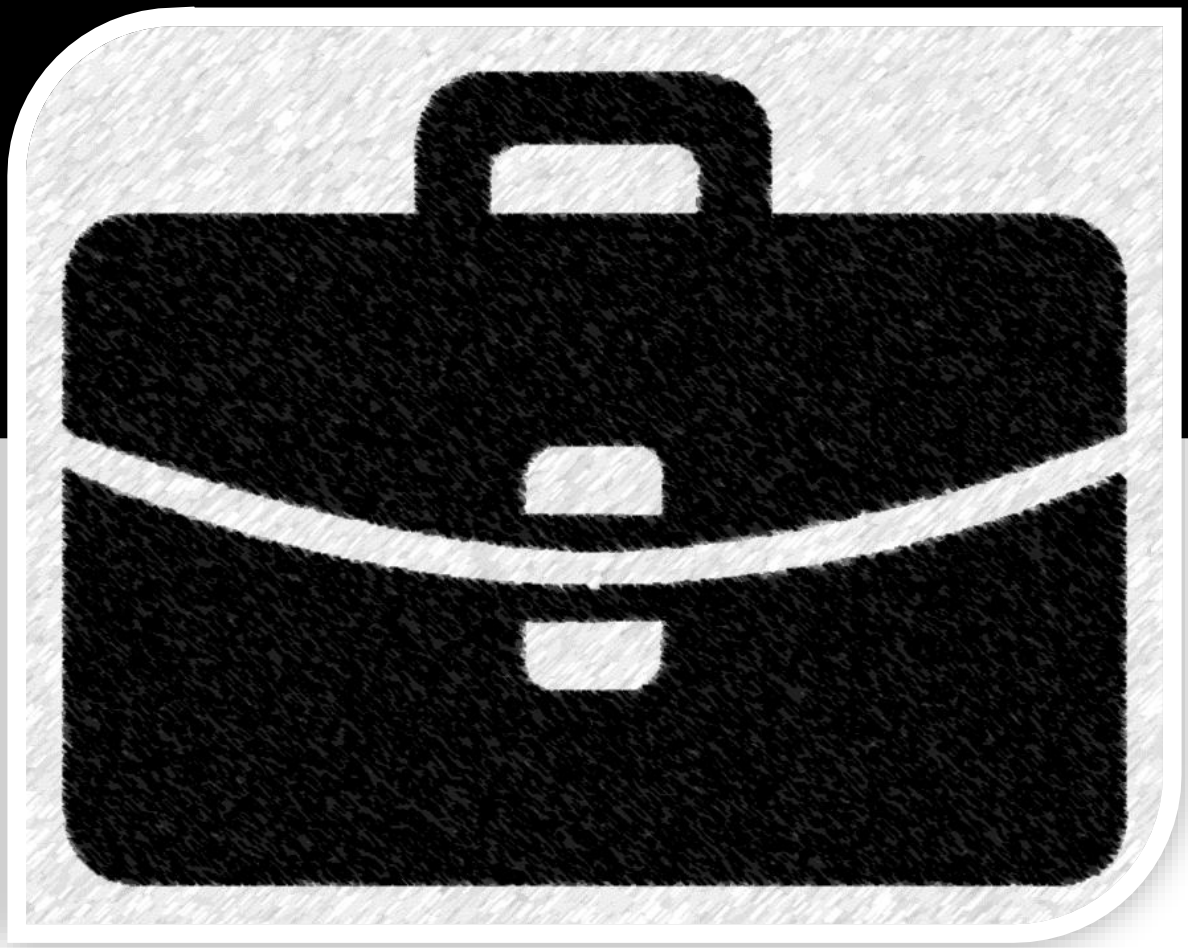
The Transportation Policy Committee unanimously approved the Draft FY 2027 TPWP on March 24, 2026. For the final document, staff addressed minor comments received by the Iowa DOT and modified the northern limits of the S Dayton Ave Corridor Study to now include the intersection with SE 5th St based on discussion at the March 24 meeting. Therefore, it is the recommendation of the MPO Director that the Transportation Policy Committee adopt Alternative No. 1.

ATTACHMENT(S):
AAMPO Final FY27 TPWP.pdf

FINAL

Transportation Planning Work Program

Fiscal Year 2027



Ames Area MPO

The Ames Area Metropolitan Planning Organization prepared this report with funding from the U.S. Department of Transportation's Federal Highway Administration and Federal Transit Administration, and in part through local matching funds of the Ames Area MPO member governments. These contents are the responsibility of the Ames Area MPO. The U.S. government and its agencies assume no liability for the contents of this report or for the use of its contents. The Ames Area MPO approved this document on May 26, 2026. Please call (515) 239-5160 to obtain permission to use.

CONTENTS

1 - Introduction

1.1 Document Purpose

The Fiscal Year 2027 Transportation Planning Work Program (TPWP) is the regional work plan developed by the Ames Area Metropolitan Planning Organization (AAMPO) for the fiscal year beginning July 1, 2026, and ending June 30, 2027. The TPWP is a requirement of 23 CFR 450.308 for metropolitan planning organizations to develop a document identifying work proposed for the next one-year period by major activity and task. The document includes details to indicate who will perform the planning activity, the schedule for completing the activity, what products should result from each activity, funding for each activity, and the total program budget.

1.2 AAMPO Overview and Planning Area

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

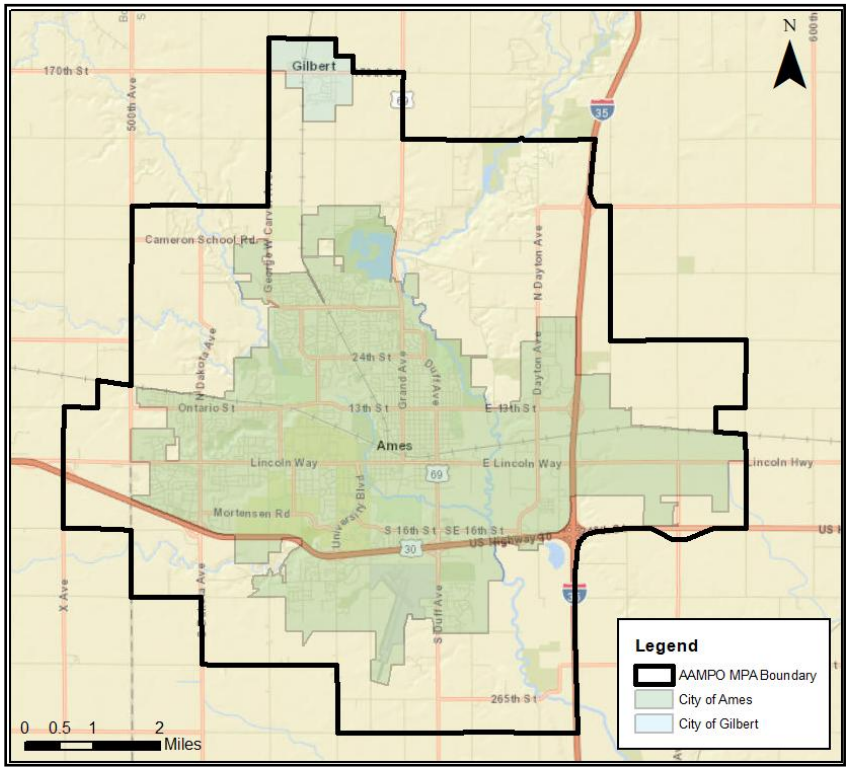


Figure 1: AAMPO Boundary (Adopted Jan 23, 2024)

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

1.3 Transportation Policy Committee

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

Transportation Policy Committee Membership		
Representative Agency	***Member***	***Representative Agency Role***
City of Ames (Chair)	John Haila	Mayor
City of Ames	Gloria Betcher	Council Member
City of Ames	Tim Gartin	Council Member
City of Ames	Anita Rollins	Council Member
City of Ames	Rachel Junck	Council Member
City of Ames	Bronwyn Beatty-Hansen	Council Member
City of Ames	Amber Corrieri	Council Member
Boone County	Eric Kretzinger	Board of Supervisors
Story County	Linda Murken	Board of Supervisors
Ames Transit Agency (CyRide)	Emily Boland	CyRide Board Member
City of Gilbert	Jonathan Popp	Mayor
Iowa Dept. of Transportation ‡	Shelby Ebel	District 1 Transportation Planner
Federal Highway Administration ‡	Sean Litteral	Planning & Development Team Leader
Federal Transit Administration ‡	Gerri Doyle	Region 7 Community Planner
Iowa State University ‡	Brandi Latterell	Director for Planning Services

‡ Non-voting

1.4 Transportation Technical Committee

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

Transportation Technical Committee Membership		
Representative Agency	***Member***	***Representative Agency Role***
City of Ames (Chair)	Damion Pregitzer	Traffic Engineer
City of Ames (Vice-Chair)	Justin Moore	Planner
City of Ames	Kelly Diekmann	Director of Planning & Housing
City of Ames	Mindy Bryngelson	Municipal Engineer
City of Ames	Brad Becker	Operations Manager
City of Ames	Mark Gansen	Civil Engineer II
City of Ames	Joshua Thompson	Parks & Facilities Superintendent
City of Gilbert	Mitch Holtz	City Engineer *(Strand Associates)*
Ames Transit Agency (CyRide)	Barbara Neal	Transit Director
Iowa State University	Sarah Lawrence	Campus Planner
Iowa State University	Angie Solberg	Facilities Project Manager
Boone County	Jonathan Bullock	County Engineer
Story County	Darren Moon	County Engineer
Ames Community School Dist.	Robert Addy	Facilities Director
Gilbert Community School Dist.	Trent Becker	Transportation Manager
Ames Regional Economic Alliance	Greg Piklapp	Director Econ. Outreach & Gov. Relations
Iowa Dept. of Transportation ‡	Shelby Ebel	District 1 Transportation Planner
Federal Highway Administration ‡	Sean Litteral	Planning & Development Team Leader
Federal Transit Administration ‡	Gerri Doyle	Region 7 Community Planner

‡ Non-voting

1.5 Core Planning Documents

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

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

2 – TPWP Development & Priorities

2.1 TPWP Development Process

The FY 2027 Transportation Planning Work Program was developed from input by AAMPO staff, the AAMPO Transportation Technical Committee, the public, and the AAMPO Transportation Policy Committee. The following milestones describe the process in which the Transportation Planning Work Program was developed.

January 5, 2026 – March 6, 2026 – Initial Draft Development

AAMPO staff developed the initial Draft FY 2027 TPWP.

March 12, 2026 – Transportation Technical Committee Meeting

A review and discussion of the Draft FY 2027 TPWP were undergone by the Transportation Technical Committee.

March 24, 2026 – Transportation Policy Committee Meeting

A review and discussion of the Draft FY 2027 TPWP were undergone by the Transportation Policy Committee and the date of public hearing was set for May 26, 2026.

March 25, 2026 – April 30, 2026 – Public Input Period

A public comment period for the Draft FY 2027 TPWP was established from March 25 through April 30, 2026. During the comment period, the draft document was posted on the MPO website, aampo.org, and notifications were distributed to the public. Comments could be submitted via online form, email, mail, and by phone.

April 1, 2026 – May 1, 2026 – Review by Federal and State Partners

Federal and State partners at the Federal Highway Administration, Federal Transit Administration, and Iowa Department of Transportation reviewed the Draft FY 2027 TPWP. By May 1, 2026, the MPO received comments to address in the Final FY 2027 TPWP.

May 1, 2026 – May 15, 2026 – Final TPWP Development

AAMPO staff created the Final FY 2027 TPWP based upon feedback from the public, state and federal partners, and members of the AAMPO Technical and Policy Committees.

May 26, 2026 – Transportation Policy Committee Hearing & Final Approval

A public hearing was held by the Transportation Policy Committee to consider adoption of the FY 2027 TPWP with opportunities from the public to respond and present to the committee. This document was then formally approved by the Transportation Policy Committee.

2.2 Planning Priorities

The AAMPO's FY 2027 planning activities are guided by the adopted 2050 Metropolitan Transportation Plan, *Ames Connect 2050*, and by federal transportation planning requirements established under 23 U.S.C. §134 and 23 CFR 450.

In FY 2027, the AAMPO will prioritize activities that implement regional and federal goals through coordinated planning, programming, data analysis, and project development efforts. Key planning priorities include:

- Advancing a safe transportation system for all users through implementation of the Comprehensive Safety Action Plan (CSAP) and integration of safety performance measures into decision-making.
- Preserving and maintaining infrastructure in a state of good repair through performance-based asset management, pavement condition monitoring, and fiscally constrained project programming.
- Enhancing multimodal accessibility and connectivity across roadway, transit, bicycle, pedestrian, and freight networks.
- Improving system reliability and operational efficiency through Transportation Systems Management and Operations (TSMO) strategies and regional ITS coordination.
- Supporting economic vitality while protecting and enhancing the natural and built environment.
- Strengthening data-driven and performance-based planning through continued use of the regional travel demand model and emerging transportation datasets.

Table 1 illustrates the relationship between FY 2027 work elements included in Chapter 3 of this work program and the regional goals and federal planning factors.

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

		Elem. 1 Admin	Elem. 2 Regional Planning	Elem. 3 Transit Planning	Elem. 4 Data & Analytics	Elem. 5 Complete Streets
Regional Goals	Accessibility & Connectivity	X	X	X		X
	Safety		X	X	X	X
	Sustainability		X	X	X	X
	Efficiency & Reliability		X	X	X	
	Placemaking & Quality of Life		X	X		X
Federal Planning Factors	Economic Vitality	X	X	X		
	Safety		X	X	X	X
	Security		X	X		
	Accessibility & Mobility	X	X	X		X
	Protect & Enhance the Environment and Promote Conservation		X	X		X
	Integration & Connectivity		X	X		X
	Efficiency		X	X	X	
	Preservation		X	X	X	
	Improve Resiliency & Reliability		X	X	X	
	Enhance Travel & Tourism	X	X	X		X

2.3 Ongoing and Future Challenges

In implementing the 2050 MTP and advancing FY 2027 work activities, the AAMPO will address several ongoing and emerging challenges:

- Significant traffic variability associated with Iowa State University, regional commuting patterns, and special events, requiring continued application of TSMO strategies and advanced analytics.
- Capacity and operational constraints along key corridors and intersections, necessitating corridor-level analysis and multimodal improvement strategies.
- Integration of safety strategies into project development and programming, consistent with the Comprehensive Safety Action Plan.
- Balancing infrastructure preservation and system expansion needs within fiscally constrained funding environments.

- Rapid advancements in transportation technology, data systems, and performance monitoring tools, requiring continued coordination, training, and investment.

Addressing these challenges will require coordinated regional action, strategic project prioritization, and continued reliance on performance-based decision-making.

2.4 Performance-Based Planning

Performance-based planning and performance management are integral components of the metropolitan transportation planning process. Federal transportation legislation established a national framework for improving decision-making through performance measurement, and these national goals continue to guide metropolitan planning activities.

The AAMPO implements performance-based planning in coordination with the Iowa Department of Transportation through a Performance Management Agreement (**Appendix C**). This includes establishing and supporting regional targets for federally required performance measures related to safety, pavement and bridge condition, system performance, freight movement, transit asset management, and other applicable metrics (see **Appendix D** for the AAMPO's currently adopted performance targets).

Progress toward adopted performance targets is incorporated into the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), and other planning documents to ensure that investment decisions are transparent, measurable, and aligned with regional and national objectives.

3 – Work Elements

This chapter will describe each of the five transportation planning work elements that AAMPO will undergo in Fiscal Year 2027:

1. Administration
2. Regional Planning
3. Transit Planning
4. Data & Analytics
5. Complete Streets

Element 1 - Administration

Objective: To administer the "3-C" planning process in a manner that is continuous, cooperative, and comprehensive, and in compliance with applicable state and federal laws and regulations.

Description:

This work element supports the overall administration and management of the AAMPO and ensures the continued operation of a compliant, effective, and transparent metropolitan transportation planning process. Activities under this work element provide the organizational, financial, and procedural foundation necessary to carry out the AAMPO's planning responsibilities.

Central to this effort is the development, administration, and monitoring of the Transportation Planning Work Program (TPWP), which serves as the AAMPO's annual work plan and budget. This includes tracking expenditures, maintaining financial records, and ensuring that planning funds are programmed and expended in accordance with applicable state and federal requirements.

In support of the TPWP and other planning activities, the AAMPO will carry out day-to-day administrative functions, including supporting the Transportation Policy Committee and Transportation Technical Committee, preparing meeting materials, maintaining records and documentation, and coordinating planning activities across the region. The AAMPO will also maintain the equipment, software, and technical resources necessary to support effective planning efforts.

Public involvement and communication are integral to the administration of the metropolitan planning process. The AAMPO will implement and periodically evaluate the Public Participation Plan (PPP), conduct informational meetings and public hearings, and maintain required public-facing documents on the AAMPO website to ensure meaningful opportunities for public input throughout the planning process.

To support these responsibilities, AAMPO staff will pursue training and professional development opportunities to remain current on regulations, emerging issues, and best practices in transportation planning, and will coordinate with peer metropolitan and regional planning organizations, state and federal partners, and other agencies to share information and promote consistent and effective planning practices.

FY 2027 Products:

- Administer the FY 2027 TPWP.
- Develop and approve the FY 2028 TPWP.
- Submit quarterly reimbursement requests to the Iowa DOT.
- Review and update, as needed, required public participation and civil rights documentation, including the Public Participation Plan (PPP), Limited English Proficiency (LEP) Plan, and Title VI documentation.

- Carry out required annual certifications and complete reports, surveys, and other materials requested by federal, state, or other governmental agencies.
- Administer meetings and provide support for the Transportation Policy Committee and Transportation Technical Committee.
- Maintain administrative records, files, and documentation related to MPO planning activities.
- Coordinate with member jurisdictions, state and federal partners, and peer agencies through regional and statewide transportation planning meetings.
- Participate in conferences, training, and professional development activities related to transportation planning.
- Conduct outreach and public communication to support MPO planning activities.
- Purchase or lease supplies, equipment, and maintain software and technical resources necessary to support AAMPO planning efforts.
- Maintain and update the MPO website, branding, and public-facing materials, as needed.
- Review roadway Federal Functional Classifications (FFCs), in coordination with state and federal partners, on an as-needed basis.

FY 2027 Schedule:

- Activities for this work element will be ongoing throughout the fiscal year unless noted below.
- The FY 2028 TPWP will be developed and approved during Q3 & Q4 (January-June 2027).

FY 2027 Hours/Budget:

- Total Budget: $53,000 (Federal - $42,400; Local - $10,600)
- MPO Staff Hours: 557

Primary FY 2026 Accomplishments:

- Administered the FY 2026 TPWP.
- Developed and approved the FY 2027 TPWP.
- Reviewed and requested updates to multiple Roadway Federal Functional Classifications (FFCs) in the Ames regional area.
- Administered meetings for the Transportation Policy Committee and Transportation Technical Committee.

Note, all activities from FY 2026 were completed for this work element.

Element 2 – Regional Planning

Objective: To advance regional transportation priorities through integrated project programming, long-range and comprehensive planning, and targeted studies that support performance-based decision-making and implement the goals and objectives of the Metropolitan Transportation Plan.

Description:

This work element includes the AAMPO's core regional transportation planning activities, encompassing near-term project programming, long-range and comprehensive planning, and targeted transportation studies. These activities support implementation of the Metropolitan Transportation Plan (MTP) and ensure that regional transportation investments are coordinated, data-informed, and consistent with adopted goals, policies, and applicable state and federal requirements.

The MPO will develop, maintain, and administer the Transportation Improvement Program (TIP) in coordination with local jurisdictions, transit providers, the Iowa Department of Transportation, and federal partners. This includes soliciting and programming projects, ensuring fiscal constraint and MTP consistency, and providing opportunities for public review and comment in accordance with the Public Participation Plan.

Long-range and comprehensive planning efforts will focus on maintaining and implementing the MTP, integrating transportation and land use planning, and providing technical assistance to member jurisdictions. The MPO will conduct planning analyses and coordination activities as needed to support regional decision-making and ensure plans remain current and responsive to changing conditions.

This work element also includes the development and oversight of special transportation studies, projects, and plans which were identified in the MTP and address regional needs and priorities. Below are the special studies and plan update identified for FY 2027:

Safe Routes to School (SRTS) Plan

The AAMPO will develop a Safe Routes to School (SRTS) Plan to improve safety and accessibility for students walking and bicycling to school. The plan will evaluate existing conditions around public primary and secondary schools, identify infrastructure gaps and safety concerns, and establish priority walking and bicycling routes. Recommendations will include infrastructure improvements, education and encouragement strategies, and an implementation framework with potential funding sources. The plan will be developed in coordination with school districts, local agencies, and the public, and will support broader regional goals related to safety, accessibility, and active transportation.

Lincoln Way (Duff Ave to Grand Ave) Corridor Study

The AAMPO will support the completion of a corridor study of Lincoln Way between Duff Avenue and Grand Avenue to evaluate existing and future multimodal operations and identify potential improvements. The study will assess traffic operations, safety performance, access management, and bicycle and pedestrian conditions, with consideration of planned and anticipated development within

the corridor. Alternative improvement concepts will be developed and evaluated, leading to a preferred alternative that includes planning-level cost estimates, implementation considerations, and potential funding sources. The study's findings will provide a foundation for future project development, guide regional and local investment decisions along the corridor, and inform priorities and recommendations in the next update of the Metropolitan Transportation Plan.

S Dayton Avenue (US 30 Interchange to SE 5th Street) Corridor Study

The AAMPO will support a corridor study of S Dayton Avenue from the U.S. Highway 30 interchange to SE 5th Street, including Isaac Newton Drive and its key connecting intersections with SE 16th Street. The study will evaluate existing and forecasted traffic conditions, safety performance, and multimodal connectivity, with particular attention to anticipated development and long-term growth in the area. The effort will identify and evaluate improvement alternatives, including roadway, intersection, access management, and multimodal enhancements, and will establish a preferred concept with implementation strategies and potential funding opportunities. Results of the study will help shape future transportation improvements, support strategic funding and programming decisions, and contribute to the identification of long-term needs and priorities during the next Metropolitan Transportation Plan update.

Duff Avenue (Union Pacific Railroad Crossing to 16th Street) Corridor Study

The AAMPO will continue supporting completion of the Duff Avenue Corridor Study from the at-grade Union Pacific Railroad crossing to 16th Street. Initiated in FY 2026, the study evaluates existing and forecasted traffic conditions, safety performance, and multimodal connectivity along the corridor, including a focus on the operational and connectivity impacts of the railroad crossing. The effort includes assessing improvement alternatives, such as potential cross-section modifications and multimodal enhancements, to address long-term transportation needs. In FY 2027, remaining work will include incorporating public and stakeholder feedback, refining improvement concepts, completing the study report, and presenting study findings to the Ames City Council.

FY 2027 Products:

- Develop, maintain, and administer the federally required Transportation Improvement Program (TIP), including amendments and administrative modifications as needed.
- Develop the FFY 2028–2031 TIP and conduct the annual regional project solicitation and programming process for the AAMPO's federal funding programs (STBG, TAP, & CRP).
- Ensure consistency between the TIP, the Metropolitan Transportation Plan (MTP), and adopted performance targets through coordinated planning and programming activities.
- Utilize the adopted Transportation Systems Management and Operations (TSMO) Plan to support regional safety, reliability, and system performance improvements.
- Conduct planning analyses, coordination activities, and technical assistance to support integration of transportation and land use planning at the regional and local levels.

- Initiate and oversee development of the Safe Routes to School (SRTS) Plan, including coordination with school districts, local agencies, stakeholders, and the public.
- Oversee completion of the Lincoln Way, S Dayton Ave, and Duff Ave Corridor Studies, including consultant coordination, stakeholder engagement, and review of study findings and recommendations.
- Incorporate findings from corridor studies, plans, and analyses into regional planning efforts to support future project development, investment decisions, and preparation for the next MTP update.
- Provide opportunities for public participation and committee review consistent with the Public Participation Plan for all major planning documents, studies, and program actions.
- Coordinate with state and federal partners to ensure regional planning and programming activities remain consistent with applicable requirements and performance-based planning principles.

FY 2027 Schedule:

- Activities for this work element will be ongoing throughout the fiscal year unless noted below.
- The FFY 2028-31 TIP will be developed from January to June 2027.
- The annual regional grant project application cycle (STBG, TAP, CRP) will occur from December 2026 to February 2027 with project awards finalized in March 2027.
- The Duff Ave Corridor Study is anticipated to conclude in August 2026.

FY 2027 Hours/Budget:

- Total Budget: $397,000 (Federal - $317,600; Local - $79,400)
- MPO Staff Hours: 842

2.1 Regional Planning

This activity within the work element's budget is dedicated to the MPO staff time used for completing the various tasks described in this work element except for Transportation Improvement Program development and administration.

- Budget: $52,000 (Federal - $41,600; Local - $10,400)
- MPO Staff Hours: 706

2.2 Transportation Improvement Program

This activity within the work element's budget is dedicated to the MPO staff time used for developing, maintaining, and administering the Transportation Improvement Program and the MPO's regional grant programs.

- Budget: $10,000 (Federal - $8,000; Local - $2,000)
- MPO Staff Hours: 136

2.2 SRTS Plan Consultant

This activity within the work element's budget is dedicated to all incurred fees from the consultant developing the Safe Routes to School (SRTS) Plan.

- Total Budget: $60,000 (Federal - $48,000; Local - $12,000)
- MPO Staff Hours: 0

2.3 Lincoln Way Corridor Study Consultant

This activity within the work element's budget is dedicated to all incurred fees from the consultant conducting the Lincoln Way Corridor Study from Duff Avenue to Grand Avenue.

- Total Budget: $125,000 (Federal - $100,000; Local - $25,000)
- MPO Staff Hours: 0

2.4 S Dayton Avenue Corridor Study Consultant

This activity within the work element's budget is dedicated to all incurred fees from the consultant conducting the S Dayton Avenue Corridor Study from the US 30 Interchange to SE 5th Street.

- Total Budget: $120,000 (Federal - $96,000; Local - $24,000)
- MPO Staff Hours: 0

2.5 Duff Avenue Corridor Study Consultant

This activity within the work element's budget is dedicated to all incurred fees from the consultant conducting the Duff Avenue Corridor Study from the at-grade Union Pacific Railroad crossing to 16th Street.

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

Primary FY 2026 Accomplishments:

- Approved and administered the FFY 2025-28 TIP and developed the FFY 2026-29 TIP.
- Conducted the annual regional project solicitation and programming process for Surface Transportation Block Grant (STBG), Transportation Alternatives Program (TAP), and Carbon Reduction Program (CRP) funding.
- Finalized and adopted the 2050 Metropolitan Transportation Plan.
- Finalized and adopted the Comprehensive Safety Action Plan.
- Developed a Transportation Systems Management and Operations (TSMO) Plan.
- Began work on a corridor study of the Duff Avenue corridor from the Union Pacific Railroad at-grade crossing to 16th Street.

Note, all activities from FY 2026 were completed for this work element with the exception of the Duff Avenue corridor study, which is anticipated to conclude in August 2026.

Element 3 – Transit Planning

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

Description:

This work element involves transit planning issues related to land use and development, facility expansion analysis, technology planning, ridership surveys and analyses, managing transit programs and services in accordance with the Federal Transit Administration guidelines, and the development of fixed route transit services. Assets will be managed to ensure they are kept in a state of good repair by strategizing investment decisions with available funding levels. Planning of capital equipment will occur that meets the Americans with Disabilities Act, particularly for technology, bus stop amenities and buses. The transit agency will work to provide its services without regard to race, color or national origin by monitoring its own separate Title VI program as required by the Federal Transit Administration (FTA). Additionally, the transit agency will work to monitor its Equal Employment Opportunity and Disadvantaged Business Enterprise programs as required by FTA.

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

FY 2027 Products:

- Complete various transit planning as required, including the administration and audits of the following programs requiring annual certifications by the transit agency: ADA Planning, Equal Employment Opportunity Program (EEO), Title VI Program, Limited English Proficiency (LEP), Disadvantaged Business Enterprise (DBE), Transit Asset Management Plan, CyRide Safety & Security Plan, and State/Federal reviews and compliance.
- Attend quarterly Passenger Transportation Plan meetings with human & health service organization groups and transportation providers to address transit gaps and needs
- Passenger Transportation Plan (PTP) revisions to the MPO, as needed
- Bus stop amenities & technology planning
- Capital/Financial planning to analyze fleet, facility, and technology needs
- Disadvantages Business Enterprise Program & Goals Submission, if necessary
- Equal Employment Opportunity Program update and monitoring
- Title VI Program monitoring
- Facility Expansion planning on current site

- Environmental NEPA Planning (facility & bus shelters)
- MPO-CyRide MOU update
- Safety Plan review/update and performance measures
- Update CyRide's Transit Asset Management Plan, 2027-2031 performance targets & 2026 narrative report submission to FTA via the National Transit Database (NTD).
- Transit Service Planning for current/new services or ridership studies
- Transit Management Analysis of current/new policies

FY 2027 Schedule:

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

- Monitor DBE to ensure no federal contracting opportunities over $670,000, or else submit new DBE Program and DBE Goals accordingly.
- Capital Plan Development to Submit to the Transit Board by December 2026.
- Submit Passenger Transportation Plan meeting minutes to Iowa DOT by 7/31/2026.
- Update TAM Plan and performance targets and submit to AAMPO by 10/1/2026.
- Develop and submit TAM Plan narrative to FTA via NTD requirements by 10/1/2026.
- Review & update Safety Plan in August then submit targets to AAMPO by 10/1/2026.
- CyRide EEO program due to FTA by 10/1/2026.

FY 2027 Hours/Budget:

- Total Budget: $50,000 (Federal - $40,000; Local - $10,000)
- MPO Staff Hours: 656

Primary FY 2026 Accomplishments:

- Completed shelter NEPA requirements
- Monitored grant contracts and completed required reporting, surveys and other materials as requested by Federal, State or other governmental agencies
- Completed Research Grant final report for Automatic Passenger Counter project.
- Analyzed DBE program and threshold requirement for compliance with regulations.
- Attended and participated in meetings with human service/health organizations and transportation providers organizations for PTP planning to reduce transportation gaps in Ames
- Reviewed and developed FY2026 Capital Plan projects.
- Developed Safety Plan & Certification
- Monitored and documented CyRide's Title VI Program requirements
- Monitored and documented CyRide's Equal Employment Opportunity Program requirements
- Developed Transit Asset Management (TAM) Plan (performance measures, annual National Transit Database narrative & performance targets updates)
- Transit Service Planning (i.e. route planning, battery-electric bus planning, ADA services)

Note, all activities from FY 2026 were completed for this work element except for the submittal of CyRide's EEO Plan update to the FTA due to a change in due date from March 1, 2026, to October 1, 2026. Therefore, the EEO Plan will now be submitted in FY 2027.

Element 4 – Data & Analytics

Objective: To leverage transportation data, analytics, and modeling to strengthen performance-based planning and support informed regional transportation planning and investment decisions.

Description:

This work element focuses on the collection, management, analysis, and application of transportation data, analytics, and modeling tools to support performance-based planning and data-informed decision-making across the region. Advancements in data availability and analytical capabilities enhance AAMPO's ability to evaluate system performance, identify trends, and support regional transportation planning and investment decisions.

The AAMPO will maintain and leverage transportation data from a variety of sources, including third-party data services, local and state datasets, and traditional data collection methods. Data may include traffic volumes, travel times, speeds, origin-destination patterns, bicycle and pedestrian activity, safety data, pavement condition information, and socioeconomic characteristics. The AAMPO will analyze these datasets to support planning activities, performance monitoring, and project development efforts, and will provide data access and technical support to member jurisdictions and stakeholders as appropriate.

This work element also includes data analysis and modeling activities that support regional planning and studies. The AAMPO will maintain and utilize its regional travel demand model and other analytical tools to evaluate existing and future transportation conditions and inform corridor studies, long-range planning efforts, and performance-based decision-making in coordination with partner agencies.

FY 2027 Products:

- Maintain and leverage transportation data sources, subscriptions, and analytics platforms to support regional planning, studies, and performance-based decision-making.
- Collect, manage, and analyze transportation datasets, including traffic, safety, multimodal, pavement, and socioeconomic data, to identify trends and support planning efforts.
- Maintain and utilize the regional travel demand model and analytical tools to evaluate existing and future transportation conditions and support planning and study activities.
- Provide data analysis, modeling support, and technical assistance to member jurisdictions and regional partners, as appropriate.
- Evaluate and integrate new data sources and analytical methods to enhance the MPO's data and analytics capabilities.

FY 2027 Schedule:

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

FY 2027 Hours/Budget:

- Total Budget: $170,000 (Federal - $136,000; Local - $34,000)
- MPO Staff Hours: 149

4.1 Data & Analytics

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

- Budget: $11,000 (Federal - $8,800; Local - $2,200)
- MPO Staff Hours: 149

4.2 Travel Demand Model Consultant

This activity within the work element's budget is dedicated to all fees incurred by the consultant managing and updating the regional travel demand model.

- Budget: $10,000 (Federal - $8,000; Local - $2,000)
- MPO Staff Hours: 0

4.3 Traffic Data Procurement

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

- Total Budget: $70,000 (Federal - $56,000; Local - $14,000)
- MPO Staff Hours: 0

4.4 Pavement Data Procurement

This activity within the work element's budget is dedicated to the procurement of a pavement condition data collection and management system.

- Total Budget: $79,000 (Federal - $63,200; Local - $15,800)
- MPO Staff Hours: 0

Primary FY 2026 Accomplishments:

- Completed update to the regional travel demand model in coordination with the 2050 Metropolitan Transportation Plan (MTP) update.
- Maintained and utilized regional transportation data and analytics platforms to support planning activities, studies, and project development across the MPO planning area.

Note, all activities from FY 2026 were completed for this work element.

Element 5 – Complete Streets

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

Description:

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

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

FY 2027 Products:

- AAMPO staff time and contribution toward the creation of a Safe Routes to School (SRTS) Plan. Work undertaken past the budget threshold of this work element will fall under Work Element 2 – Regional Planning.

FY 2027 Schedule:

- Activity for this work element will conclude no later than the anticipated adoption of the SRTS Plan (est. June 2027).

FY 2027 Hours/Budget:

- Total Budget: $3,468 (Federal - $3,468) ***100% reimbursement rate***
- MPO Staff Hours: 47

Primary FY 2026 Accomplishments:

- Contributed towards the multi-model and active transportation components of the 2050 MTP update.

Note, all activities from FY 2026 were completed for this work element.

4 – FY 2027 Budget Summary

4.1 Federal Sources Budget Summary

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

Table 2: FY 2027 Federal Planning Budget

		Federal Funding Source										
Work Element/Activity	**MPO Staff Hours**	**FHWA PL C/O**	**FTA 5305d C/O**	**FHWA STBG C/O**	**FHWA PL CS S-A C/O**	**FHWA PL New**	**FTA 5305d New**	**FHWA STBG New**	**FHWA PL CS S-A New**	**Federal Funding**	**Local Match**	**Total Funding**
1 – Administration	**557**	**$30**	**-**	**-**	**-**	**$31,199**	**$11,171**	**-**	**-**	**$42,400**	**$10,600**	**$53,000**
2 – Regional Planning	**842**	**-**	**-**	**$97,832**	**-**	**$49,600**	**-**	**$170,168**	**-**	**$317,600**	**$79,400**	**$397,000**
2.1 - Regional Planning	*706*	*-*	*-*	*-*	*-*	*$41,600*	*-*	*-*	*-*	*$41,600*	*$10,400*	*$52,000*
2.2 – TIP	*136*	*-*	*-*	*-*	*-*	*$8,000*	*-*	*-*	*-*	*$8,000*	*$2,000*	*$10,000*
2.2 - SRTS Plan Consultant	*0*	*-*	*-*	*$48,000*	*-*	*-*	*-*	*-*	*-*	*$48,000*	*$12,000*	*$60,000*
2.3 - Lincoln Way Study Consultant	*0*	*-*	*-*	*$25,832*	*-*	*-*	*-*	*$74,168*	*-*	*$100,000*	*$25,000*	*$125,000*
2.4 - S Dayton Ave Study Consultant	*0*	*-*	*-*	*-*	*-*	*-*	*-*	*$96,000*	*-*	*$96,000*	*$24,000*	*$120,000*
2.5 - Duff Ave Study Consultant	*0*	*-*	*-*	*$24,000*	*-*	*-*	*-*	*-*	*-*	*$24,000*	*$6,000*	*$30,000*
3 – Transit Planning	**656**	**-**	**-**	**-**	**-**	**-**	**$40,000**	**-**	**-**	**$40,000**	**$10,000**	**$50,000**
4 – Data & Analytics	**149**	**-**	**-**	**-**	**-**	**$49,404**	**-**	**$86,596**	**-**	**$136,000**	**$34,000**	**$170,000**
4.1 - Data & Analytics	*149*	*-*	*-*	*-*	*-*	*$8,800*	*-*	*-*	*-*	*$8,800*	*$2,200*	*$11,000*
4.2 - Demand Model Consultant	*0*	*-*	*-*	*-*	*-*	*-*	*-*	*$8,000*	*-*	*$8,000*	*$2,000*	*$10,000*
4.3 - Traffic Data Procurement	*0*	*-*	*-*	*-*	*-*	*$40,604*	*-*	*$15,396*	*-*	*$56,000*	*$14,000*	*$70,000*
4.4 - Pavement Data Procurement	*0*	*-*	*-*	*-*	*-*	*-*	*-*	*$63,200*	*-*	*$63,200*	*$15,800*	*$79,000*
5 – Complete Streets	**47**	**-**	**-**	**-**	**$130**	**-**	**-**	**-**	**$3,338**	**$3,468**	**$0**	**$3,468**
FY 2027 Budget Totals	**2,251**	**$30**	**$0**	**$97,832**	**$130**	**$130,203**	**$51,171**	**$256,764**	**$3,338**	**$539,468**	**$134,000**	**$673,468**

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

Table 3: FY 2027 Unobligated Funds

	FHWA PL C/O	FTA 5305d C/O	FHWA STBG C/O	FHWA PL CS S-A C/O	FHWA PL New	FTA 5305d New	FHWA STBG New	FHWA PL CS S-A New	TOTAL
Starting Balance	$30	$0	$97,832	$130	$130,203	$51,171	$256,764	$3,338	**$539,468**
Programmed	$30	$0	$97,832	$130	$130,203	$51,171	$256,764	$3,338	**$539,468**
Unobligated Funds	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

The AAMPO has budgeted a total of $673,468 for FY 2027 across all work elements, $539,468 of which will come from federal funding sources. There are no unobligated federal funds budgeted. There are 2,250 staff hours budgeted for MPO staff. This budget conforms to the MPO/RPA Carryover Policy (**Appendix E**). Note that FHWA program funding is transferred to FTA and merged with FTA funds into a consolidated planning grant.

4.2 Cost Allocation Plan

The City of Ames is the primary fiscal agent for the AAMPO. The local match for salaries and other expenses is a part of the City of Ames Program Budget, adopted by the City of Ames City Council for all personnel and associated expenses. Costs billed will be for those specified. The main source of local-match funds will come from the City of Ames Road Use Tax allocation. New FY 2027 funds have been combined with the carryover amounts for expense allocations. Carryover funds will be used first before new allocations. The AAMPO **does not** charge indirect costs.

4.3 Private Sector Involvement

The AAMPO expects to utilize private sector consultants and/or vendors for the following activities in FY 2027:

- SRTS Plan Development *(Work Element 2 – Regional Planning)*
- Lincoln Way Corridor Study *(Work Element 2 – Regional Planning)*
- S Dayton Ave Corridor Study *(Work Element 2 – Regional Planning)*
- Duff Ave Corridor Study *(Work Element 2 – Regional Planning)*
- Regional Travel Demand Model Support *(Work Element 4 – Data & Analytics)*
- Traffic Data Procurement *(Work Element 4 – Data & Analytics)*
- Pavement Data Procurement *(Work Element 4 – Data & Analytics)*

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

5 – Revisions to the Transportation Planning Work Program

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

5.1 Overview

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

5.2 Waiver of Approvals

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

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

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

Types of revisions that require Iowa DOT approval include:

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

Types of revisions that require MPO/RPA approval include:

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

5.3 Revision and Approval Procedures

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

5.4 Revision Deadlines

- Amendments requiring federal approval must be approved prior to the start of quarter 4's performance period (March 31, 2027).
- Amendments requiring an additional STBG transfer must be submitted prior to December 1, 2026, and should only be done in extreme circumstances.

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

Appendix A – Resolution of Approval

[placeholder for resolution of approval]

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

MPO/RPA Self-Certification of Procurement and Consultant Selection Procedures

This is to certify that I have reviewed the Iowa DOT Purchasing Rules (Iowa Administrative Code 761, Chapter 20) and will ensure procurements or the selection of consultant firms for projects to be reimbursed with federal transportation planning funds will follow the policies and procedures outlined in the above-referenced purchasing rules.

Further, I certify that the following requirements will be adhered to for procurements and consultant services to be reimbursed with federal transportation planning funds.

- Capital expenditures, including the purchase of equipment, will be a separate line item in an approved Transportation Planning Work Program (TPWP) if the anticipated total cost exceeds $5,000.
- An approved TPWP will specify that a project will involve consultant services prior to initiating the consultant selection process.
- Our agency will document the procedures utilized for the procurement or consultant selection, and will retain this documentation on file for a minimum of three years.
- When reimbursement is requested for capital expenditures or consultant services, we will provide our District Planner and the Systems Planning Bureau, through email or hard copy, invoices documenting the expenditure(s) and proof of payment at the time the associated reimbursement request is submitted.

I declare to the best of my knowledge and ability that we will adhere to the above requirements.

(Signature)

Kyle Thompson

(Please Print Name)

Transportation Planner

(Title)

Ames Area MPO

(Name of Organization)

02-23-2026

(Date Signed)

(Signed by the official having the authority to initiate procurements or consultant selection for the organization or by a higher level official.)

Appendix C – Performance Management Agreement

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

(h)

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

(i) When one MPO serves an urbanized area;

(ii) When more than one MPO serves an urbanized area; and

(iii) When an urbanized area that has been designated as a TMA overlaps into an adjacent MPA serving an urbanized area that is not a TMA.

(2) These provisions shall be documented either:

(i) As part of the metropolitan planning agreements required under paragraphs (a), (e), and (g) of this section; or

(ii) Documented in some other means outside of the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation.

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

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

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

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

1) **Transportation performance data**
    a. The Iowa DOT will provide MPOs with the statewide performance data used in developing statewide targets, and, when applicable, will also provide MPOs with subsets of the statewide data, based on their planning area boundaries.
    b. If MPOs choose to develop their own target for any measure, they will provide the Iowa DOT with any supplemental data they utilize in the target-setting process.
2) **Selection of performance targets**
    a. The Iowa DOT will develop draft statewide performance targets for FHWA measures in coordination with MPOs. Coordination may include in-person meetings, web meetings, conference calls, and/or email communication. MPOs shall be given an opportunity to provide comments on statewide targets and methodology before final statewide targets are adopted.
    b. If an MPO chooses to adopt their own target for any measure, they will develop draft MPO performance targets in coordination with the Iowa DOT. Coordination methods will be at the discretion of the MPO, but the Iowa DOT shall be provided an opportunity to provide comments on draft MPO performance targets and methodology prior to final approval.
3) **Reporting of performance targets**
    a. Iowa DOT performance targets will be reported to FHWA and FTA, as applicable. MPOs will be notified when Iowa DOT has reported final statewide targets.
    b. MPO performance targets will be reported to the Iowa DOT.
        i. For each target, the MPO will provide the following information no later than 180 days after the date the Iowa DOT or relevant provider of public transportation establishes performance targets, or the date specified by federal code.
            1. A determination of whether the MPO is 1) agreeing to plan and program projects so that they contribute toward the accomplishment of the Iowa DOT or relevant provider of public transportation performance target, or 2) setting a quantifiable target for that performance measure for the MPO's planning area.
            2. If a quantifiable target is set for the MPO planning area, the MPO will provide any supplemental data used in determining any such target.
            3. Documentation of the MPO's target or support of the statewide or relevant public transportation provider target will be provided in the form of a resolution or meeting minutes.
    c. The Iowa DOT will include information outlined in 23 CFR § 450.216 (f) in any statewide transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR § 450.218 (q) in any statewide transportation improvement program amended or adopted after May 27, 2018.

d. MPOs will include information outlined in 23 CFR § 450.324 (f) (3-4) in any metropolitan transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR § 450.326 (d) in any transportation improvement program amended or adopted after May 27, 2018.
e. Reporting of targets and performance by the Iowa DOT and MPOs shall conform to 23 CFR § 490, 49 CFR § 625, and 49 CFR § 673.

4) Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO

a. The Iowa DOT will provide MPOs with the statewide performance data used in developing statewide targets, and, when applicable, will also provide MPOs with subsets of the statewide data, based on their planning area boundaries.

5) The collection of data for the State asset management plans for the NHS

a. The Iowa DOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS.

Appendix D – Performance Measure Targets

PM1 (Roadway Safety) Targets

The AAMPO chose to adopt and support the Iowa DOT's statewide roadway safety targets on September 23, 2025. These performance measures and associated targets are shown in the following table:

Performance Measure	Five Year Rolling Averages	
	2020-2024 Baseline	2022-2026 Target
Number of Fatalities	354.0	364.6
Fatality Rate – per 100 million VMT	1.077	1.092
Number of Serious Injuries	1,382.8	1,385.3
Serious Injury Rate – per 100 million VMT	4.207	4.126
Non-Motorized Fatalities and Serious Injuries	147.4	149.8

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

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

The AAMPO chose to adopt and support the Iowa DOT's updated statewide PM2 targets on March 25, 2025. The MPO chose to adopt and support the Iowa DOT's PM3 targets on January 24, 2023. These performance measures and associated targets are shown in the following table:

	Performance Measure	2021 Baseline	2-Year Target	4 Year Target
Pavement	Interstate % Good Condition	58.8%	55.0%	53.0%
	Interstate % Poor Condition	0.4%	3.0%	3.0%
	Non-Interstate NHS % Good Condition	37.9%	35.0%	30.0%
	Non-Interstate NHS % Poor Condition	3.7%	6.0%	6.0%
Bridge	NHS % Good Condition	48.6%	52.5%	48.0%
	NHS % Poor Condition	2.4%	5.0%	6.6%
Reliability	Interstate % Reliable	99.9%	99.9%	98.0%
	Non-Interstate NHS % Reliable	96.5%	96.7%	94.0%
Freight	Interstate Truck Travel Time Reliability	1.13	1.13	1.25

Transit Safety Targets

The AAMPO chose to adopt and support CyRide's transit safety targets on September 23, 2025. These performance measures and associated targets are shown in the following table:

Mode of Transit Service	Major Events	Major Events (per 100 thousand VRM)	Collisions (per 100 thousand VRM)	Pedestrian Collisions (per 100 thousand VRM)	Vehicular Collisions (per 100 thousand VRM)	Fatalities	Fatalities (per 100 thousand VRM)
Fixed Route Bus	0	0.00	0.00	0.00	0.00	0	0.00
Paratransit	0	0.00	0.00	0.00	0.00	0	0.00

Mode of Transit Service	Transit Worker Fatalities (per 100 thousand VRM)	Injuries	Injuries (per 100 thousand VRM)	Transit Worker Injuries (per 100 thousand VRM)	Assaults on Transit Workers	Assaults on Transit Workers (per 100 thousand VRM)	System Reliability (VRM/Failures)
Fixed Route Bus	0.00	0	0.00	0.00	0	0.00	30,703.09
Paratransit	0.00	0	0.00	0.00	0	0.00	317,045

Transit Asset Management Targets

The AAMPO chose to adopt and support CyRide's transit asset management (TAM) targets on January 13, 2026. These performance measures and associated targets are shown in the following table:

TAM Performance Measure Class	Performance Target	2025 Target	2025 Year-End Results	2026	2027	2028	2029	2030
Rolling Stock 40'-60' Buses	% of fleet exceeds CyRide's ULB of 15 yrs.	43%	**42%**	31%	39%	33%	27%	27%
Rolling Stock Cutaways	% of fleet exceeds FTA ULB of 8 yrs.	0%	**0%**	0%	0%	0%	0%	0%
Equipment Shop Trucks	% of fleet exceeds CyRide's ULB of 10 yrs.	0%	**0%**	0%	0%	0%	0%	0%
Facilities Admin./Maint. Facility	% of facilities rated under 3.0 on TERM scale	0%	**0%**	0%	0%	0%	0%	0%
Facilities Ames Intermodal Facility	% of facilities rated under 3.0 on TERM scale	0%	**0%**	0%	0%	0%	0%	0%

Appendix E – MPO/RPA Carryover Policy

Background

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

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

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

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

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

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

MPO/RPA Carryover Policy

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

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

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

Every year prior to or during the distribution of annual targets, each agency will be provided with its average annual federal expenditures and carryover balances and informed whether or not its SPR and/or STBG funds will be constrained due to available carryover balances. The agency will be provided an opportunity to respond and substantiate any anticipated significant expenditures during the upcoming contract year that would necessitate the SPR and/or STBG funding transfer. Iowa DOT will consider these needs and provide a response to the agency prior to distributing final targets. Any STBG constrained through this process will remain part of the planning agency's STBG balance, and will be available for programming towards other projects. Any SPR constrained through this process will remain with Iowa DOT, and utilized as part of its SPR program.