

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

AMES, IOWA

MARCH 31, 2015

The Ames Area Metropolitan Planning Organization (AAMPO) Transportation Policy Committee meeting was called to order by Ames Mayor and voting member Ann Campbell at 7:00 p.m. on the 31st day of March, 2015, in the City Council Chambers in City Hall, 515 Clark Avenue, pursuant to law. Other voting members present were: Gloria Betcher, City of Ames; Amber Corrieri, City of Ames; Tim Gartin, City of Ames; Matthew Goodman, City of Ames; Chet Hollingshead, Boone County; Chris Nelson, City of Ames; Peter Orazem, City of Ames; and Wayne Clinton, Story County. AAMPO Administrator John Joiner, City of Ames Traffic Engineer Damion Pregitzer, City of Ames Transportation Planner Tony Filippini, City of Ames Transit Director Sheri Kyras; Cathy Brown, representing Iowa State University; and Garrett Pedersen, representing the Iowa Department of Transportation, were also present.

CONSENT AGENDA: Moved by Clinton, seconded by Betcher, to approve the following items on the Consent Agenda:

1. Motion approving the Draft FY 2015 Transportation Planning Work Program and setting May 26, 2015 as the date of public hearing
2. Motion approving the Draft Amendment to the AAMPO 2015-2019 Final Passenger Transportation Plan and setting May 26, 2015, as the date of public hearing
3. Motion approving the Draft Amendment to FY 2015-2018 Transportation Improvement Program and setting April 28, 2015, as the date of public hearing
4. Motion approving appointment of John Joiner to SUDAS Board of Directors
5. Motion approving Annual Self-Certification for FY 2016

Vote on Motion: 9-0. Motion declared carried unanimously.

PRESENTATION OF THE AMES MOBILITY 2040 LONG-RANGE TRANSPORTATION PLAN: Traffic Engineer Pregitzer explained that this was the first of five meetings of the AAMPO that will lead to the approval of a Long-Range Transportation Plan. He listed the five tasks that were to be accomplished at this meeting, as follows:

1. Familiarize the AAMPO members with federal and state requirements as they relate to the establishment of a long-range transportation plan
2. Explain how the AAMPO is developing a vision and goals to support the federal and state requirements
3. Examine the citizen input process utilized to date in developing the Plan
4. Review the draft vision and goal statements and approve the list as presented or with some modifications
5. Look at and approve the proposed project alternatives that are being recommended for evaluation by the consultant or with some modifications
6. Consider the Complete Streets concept and determine interest in including that policy in the Transportation Plan

Mr. Pregitzer told the AAMPO Policy Committee that the basic required elements of a long-range transportation plan are specified in various sections of the United States Code. Additional requirements are outlined in the legislation that funds national highways, highway safety, and public transportation programs. Mr. Pregitzer also gave an overview of the requirements for

State Departments of Transportation. According to Mr. Pregitzer, Metropolitan Planning Organizations (MPOs) will have to go through a more simplified process of establishing performance targets and a reduced reporting process. Metropolitan Planning Organizations have the option to establish their own standalone performance targets or establish a policy to select projects that support the statewide targets. The Iowa Department of Transportation (DOT) staff has recommended that MPOs establish a policy to select projects that support the statewide targets. The Federal Highway Administration (FHWA) has stated that it will evaluate target achievement first at the two-year reporting step if there has been significant progress made toward achieving the targets. If the agency is significantly below that target, the FHWA will make suggestions at the two-year point on how the agency can adjust its budgeting and programming in order to take corrective action that can be reflected in the four-year report. If an agency is significantly over-achieving its targets, the FHWA will provide feedback for the agency to adopt a new higher target. If the FHWA determines after two reporting periods that significant progress has not been made, it can place mandates on the Federal funding that agency receives. That is why the Iowa DOT recommended that MPOs not set their own targets as it will be much harder for one region to have enough resources to take corrective action required by the FHWA.

2040 Long Range Transportation Plan Development Process. Traffic Engineer Pregitzer reviewed by the process followed since January 2014 to update the AAMPO Long-Range Transportation Plan. The project team has completed the Transportation Visioning and Issues Identification Workshop and the Alternatives Development Workshop. A summary of each of those Workshops was given. The product of the Visioning and Issues Identification Workshop was to generate draft vision themes and goals. From those goals, the consultants and staff will develop performance measures that will be used to evaluate and prioritize projects. The intent of the Alternatives Development Workshop was to take the draft vision themes and draft goals and begin to think about what project-specific solutions could be applied to various areas and for various modes. That process does not consider costs. Staff members then apply their technical expertise and the consultant's national experience to add to the list of potential solutions. That process yields a large list of potential projects.

Mr. Pregitzer explained each of the Draft Vision Themes, as follows:

1. Active and Connected Across All Modes of Travel
2. Safe
3. Environmentally Aware (Natural and Built)
4. Forward Thinking and Innovative
5. Provides Efficient Personal Mobility (Equability Between Modes)

The draft goals are:

1. Provide a connected transportation system that promotes time and energy efficiency and reliable mobility options for all modes
2. Provide a safe transportation system
3. Consider and mitigate the impacts of the transportation system on the natural and built environment
4. Provide an accessible transportation system that fits within the context of the surroundings and preserves the community character

5. Provide a transportation system that supports the regional economy and efficiently moves people and goods
6. Maintain transportation infrastructure in a state-of-good-repair

From those goals, performance measures that will be used to evaluate and prioritize projects will be developed. During each workshop phase, there was a multi-faceted approach to gathering input for the plan by way of a Focus Group, the general public, and an online work session. In addition, a regional transportation survey that was based on a random sample of the Ames regional population was issued in October 2014.

Mr. Pregitzer explained that the consultants will bring their national expertise to suggest the types of projects that will meet the vision and the goals.

Greenbelt Trail System. At the inquiry of Council Member Nelson, Traffic Engineer Pregitzer explained that an example of goals by an MPO member community that could be administered by the Plan would be the goal of the City of Ames to grow a robust greenbelt trail system. Council Member Orazem noted that Council had already taken action to get easements around Munn Woods to allow for connectivity of the trail system, and he would like to see that shown on the map of the trail system. Mr. Orazem would also like to incorporate where there is public right-of-way along the creek system. Mr. Pregitzer noted that those items would show up in the design phase. If rights-of-way are needed for a project, that would be noted in the Plan.

Policy Action Desired from AAMPO Policy Committee Members. In order to proceed with the development of the Long-Range Transportation Plan, Mr. Pregitzer stated that specific action needed to be taken on the following three issues:

1. Approval of the vision statements and goals, either the list as proposed or a modified list
2. Approval of the list of project alternatives to be further analyzed by the consulting team, either the list as proposed or a modified list
3. If desired, instructions to the consultant to include a Complete Street Policy in the Long-Range Transportation Plan

At the inquiry of Council Member Nelson, Mr. Pregitzer explained how *the Complete Streets* concept works.

Mr. Pregitzer advised that staff does not need specific details right now; however, staff does want to know if the Council believes that they are on the right track.

The Policy Committee was shown examples of Website statistics from on-line outreach.

Dan DeGeest, 4212 Phoenix Street, Ames, speaking as a member of the Ames Bicycle Coalition, said that he had been actively engaging bicyclists to provide input into the process.

Carol Williams, 628 - 8th Street, Ames, expressed her appreciation that the City is looking at including a Complete Streets policy in the Long-Range Transportation Plan. She encouraged the members to move forward with adopting a Policy.

Council Member Betcher asked if “regional economy” encompasses the local improvements that are being sought in the City of Ames. Mr. Pregitzer said that it does. He advised that *regional* means anything that is within the AAMPO boundaries.

Moved by Goodman, seconded by Clinton, to approve the vision statements and goals, as proposed.

Vote on Motion: 9-0. Motion declared carried unanimously.

Moved by Goodman, seconded by Betcher, to approve the list of project alternatives to be further analyzed by the consulting team, as proposed.

Vote on Motion: 9-0. Motion declared carried unanimously.

Moved by Goodman, seconded by Corrieri, to instruct the consultant to include a Complete Street Policy in the Long-Range Transportation Plan.

Vote on Motion: 9-0. Motion declared carried unanimously.

Next Steps. Mr. Pregitzer advised that it is currently envisioned that there will be at least four additional meetings that would lead to the approval of the Long-Range Transportation Plan. A meeting is planned for May 2015 to review and approve the consultant’s recommended criteria for evaluating the list of proposed project alternatives. Meeting 3 is planned for June-July 2015 when a prioritization of projects will be identified by the consultant divided into short- and long-term categories. The fourth meeting, planned for August 2015, will be when the draft Plan will be introduced by the consultant for final review and comment by the AAMPO members. In September 2015, the AAMPO members will be asked to approve the Long-Range Transportation Plan.

Mr. Pregitzer noted that land use planning is a big part of the creation of the Plan. He pointed out that the Long-Range Transportation Plan may be amended in the future if conditions change.

ADJOURNMENT: Moved by Nelson, seconded by Gartin, to adjourn the meeting at 8:51 p.m.

Diane R. Voss, City Clerk

Ann H. Campbell, Mayor