

ITEM #:	<u>6</u>
DATE:	<u>05-26-26</u>
DEPT:	<u>AAMPO</u>

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](#)