



# APPENDIX I: AMENDMENTS AND REVISIONS

# AMENDMENTS AND REVISION PROCESS

The MPO considers the following criteria when amending and revising Mobilizing Tomorrow, and believes these criteria to be consistent with Federal and Iowa DOT requirements.

## Amendments

The MPO considers proposed changes that meet any of the following criteria as amendments to Mobilizing Tomorrow:

- Changes in socioeconomic projections;
- Addition of a project to the plan in any year increment;
- Movement of a project between any year increment in the plan; or,
- Major changes in a project's scope, where the recalculated project costs increase federal funding by more than 30 percent or increase federal funding by more than \$2,000,000 from the original amount.

If the MPO considers a change to the plan to be an amendment, the MPO must formally vote on the requested change and follow the public participation process identified in the MPO's Public Participation Plan, including:

- Proposed amendments are made available for review on the MPO website
- Provide a 45-day public comment period and issue an announcement of the public meeting approximately 30 days prior to the scheduled public input meeting;
- Hold at least one public input meeting to receive public comment prior to MPO approval; and,
- Legal notice published one week prior to the public meeting.

If the MPO approves an amendment, the MPO would notify the Iowa DOT, FHWA, and FTA and update the plan document accordingly. Generally, plan amendments take a minimum of 60 days to process.

## Revisions

The MPO considers proposed changes that meet any of the following criteria as revisions to Mobilizing Tomorrow:

- Changes to any of the modal elements;
- Editorial revisions of text and/or graphics;
- Removal of a project from the plan in any year increment; or,
- Minor changes in a project's scope where the recalculated project costs increase federal funding by less than 30 percent or increase federal funding by less than \$2,000,000 from the original amount.

If the MPO considers a change to Mobilizing Tomorrow to be a revision, the MPO processes the revision administratively. Following a thorough review of the proposed revision, the MPO staff:

- Processes the revision by notifying the Iowa DOT, FHWA, and FTA;
- Notifies the MPO's committee representatives of all revisions through their monthly meeting agendas.

Generally, revisions take a minimum of 30 days to process.

# OVERVIEW OF AMENDMENTS

Since the Mobilizing Tomorrow's (HY 2050 MTP) adoption in November 2014, the Des Moines Area MPO has made periodic amendments to the plan. Appendix H outlines the amendment process and documents the approved amendments.

## Amendment 1

Amendment 1, approved by the Des Moines Area MPO in October 2015, made the following changes to Mobilizing Tomorrow:

### SE Oralabor Road Improvements (LRTP# 572)

Added the Iowa Department of Transportation and the City of Ankeny's SE Oralabor Road operational and capacity improvements in the amount of \$3,200,000. The project includes operational and capacity improvements throughout the SE Oralabor Road corridor from SE Peachtree Drive to SE Creekside Drive. The project includes improvements at both I-35 exit ramps, the reconfiguration of the SE Oralabor Road and SE Delaware Avenue intersection, and traffic signal improves. The project was added to the Horizon Year (HY) 2015-2024 timeframe.

### Reconfigure I-35/80 Interchange at IA 141 (LRTP# 316)

Amended the Iowa Department of Transportation and City of Urbandale's Reconfigure I-35/80 Interchange at IA 141 project to remove the Collector-Distributor system from the Horizon Year (HY) 2015-2024 timeframe, and increase the project cost from \$21.9 million to \$33.3 million.

## Amendment 2

Amendment 2, approved by the Des Moines Area MPO in August 2016, made the following changes to Mobilizing Tomorrow:

### Des Moines Rail Port Facility

Since 2014, the MPO has worked with the City of Des Moines to develop a rail port on the east side of the city. The project has progressed since the completion of Mobilizing Tomorrow and staff is proposing to add some additional language to the rail section of the plan that includes project details and estimated costs. The changes were made to pages 110-111 of the plan.

### Travel Demand Model Validation and Analysis Appendix

At the request of the FHWA, staff developed an additional appendix to Mobilizing Tomorrow to provide an overview of the travel demand modeling process used by the MPO in the development and evaluation of fiscally constrained projects included in Mobilizing Tomorrow.

The appendix describes the four-step modeling process used to forecast future traffic volumes utilizing socio-economic forecasts developed for the Tomorrow Plan and modified for Mobilizing Tomorrow.

## Amendment 3

Amendment 3, approved by the Des Moines Area MPO in November 2016, made the following changes to Mobilizing Tomorrow:

### Veterans Parkway Project

In September, the MPO staff proposed amending Mobilizing Tomorrow to move the Veterans Parkway project from Mobilizing Tomorrow's illustrative project list into the fiscally constrained project list. Staff recommended adding the project after consulting with the Federal Highway Administration (FHWA). FHWA noted that even though the project is using local funds, Veterans Parkway is a major regional project that will impact regional travel movements. Therefore, the project should be in the fiscally constrained plan to comply with US Code, which states that an MPO's long-range transportation plan shall include "existing and proposed transportation facilities...giving emphasis to those facilities that serve important national and regional transportation functions." The amendment includes adding projects 448, 449, 450, 451, 518, 524, 529, and 530 to the fiscally constrained project list.

### Downtown Des Moines Bridges

In July, the City of Des Moines announced that it would receive an \$8 million TIGER grant for their Bridges to Opportunity: Des Moines' Community Connection project, to reconstruct and replace several bridges in downtown Des Moines. The bridges include Locust Street, Court Avenue, Scott Street, and SW 1st Street. The Locust Street Bridge is currently in Mobilizing Tomorrow. The amendment includes adding the other three bridges into the fiscally constrained list of projects for the 2015-2024 timeframe.

## Changes to Plan Document

The following section documents the actual changes made in the plan document based on each of the following approved amendments:

### Amendment 1

Figure E9: Fiscally-Constrained Iowa DOT Roadway Projects - 2015-2024 on page 225-26 was updated to include project #572, and the project description and cost were updated for project #316.

The following figures were updated to include a \$5,000,000 increased DOT revenue in the 2015-2024 timeframe based on the gas tax increase that passed in February 2015:

Figure 3.5: Iowa DOT Funding Projections (p.76);

Figure 3.9: Submitted Project Summary (p.79);

Figure D11: Iowa DOT Projected Funding Through HY 2050 (p.208); and,

Figure E2: Fiscal Capacity of Fiscally-Constrained Projects (p.216).

### Amendment 2

Added additional language on the Des Moines Rail Port to pages 110-111.

Added Travel Demand Model Validation and Analysis Appendix .

## Amendment 3

Added Table E5A to page 220 to include the Bridges of Opportunity (600), Veterans Parkway (601), and Grand Prairie Parkway (602) projects. Also added footnotes describing the reason for adding each of these projects on the bottom of page 220.

Added footnote to page 242 noting that projects 448,449,450, and 451 were moved to table E5A on page 220

Added footnote to page 245 noting that projects 518,524,529, and 530 were moved to table E5A on page 220

