Des Moines Area Metropolitan Planning Organization (DMAMPO)

Transportation Management Area

July 11, 2017

Summary Report
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1.0 EXECUTIVE SUMMARY

On April 18 - 20, 2017, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conducted the certification review of the transportation planning process for the Des Moines urbanized area. FHWA and FTA are required to jointly review and evaluate the transportation planning process for each urbanized area over 200,000 in population at least every four years to determine if the process meets the Federal planning requirements.

The Des Moines Area Metropolitan Planning Organization (Des Moines Area MPO) is the designated Metropolitan Planning Organization for the Des Moines metropolitan area and works with the Iowa Department of Transportation (Iowa DOT) as well as the metropolitan public transit operator, Des Moines Area Regional Transit (DART) to implement the federally required planning process.

The scope of the federal certification review of the Des Moines metropolitan planning process was comprehensive, covering the transportation planning process for the entire area and all the agencies involved. The federal review team’s work consisted of reviewing the products of the planning process, reviewing the ongoing oversight activities conducted by the FHWA and the FTA, and an on-site review conducted April 18 - 20, 2017 at the Des Moines MPO offices.

1.1 Previous Findings and Disposition

The previous Certification Review findings and their disposition are summarized as follows.

<table>
<thead>
<tr>
<th>Finding</th>
<th>Action</th>
<th>Corrective Actions/Recommendations</th>
<th>Disposition</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Des Moines Area MPO does not have an approved Congestion Management Process (CMP) that meets the requirements of 23 CFR 450.320</td>
<td>Corrective Action</td>
<td>The Des Moines Area MPO needs to adopt a CMP that adheres to the eight step CMP approach. Action Plan: A compliant CMP shall be approved by January 1, 2014.</td>
<td>The MPO’s CMP was adopted on August 15, 2013 and updated in January 21, 2017.</td>
</tr>
<tr>
<td>Organizational Framework</td>
<td>Recommendation</td>
<td>It is recommended that the MPO the Iowa DOT, and local public agencies continue to increase cooperation and coordination, the clear delineation of roles in the areas of project planning and development, sharing of data, and assuring there is a common long-range vision for the region.</td>
<td>Cooperation with regards to planning services, data sharing, and regional planning continues to evolve.</td>
</tr>
<tr>
<td>Metropolitan Transportation Plan</td>
<td>Recommendation</td>
<td>It is recommended that the MPO consider making the next MTP more user-friendly and readable for the general public. A summary document, poster, or other such handout could be used to convey the highlights of the plan.</td>
<td>Staff took several steps to make the LRTP more user-friendly.</td>
</tr>
<tr>
<td>Public Involvement</td>
<td>Recommendation</td>
<td>It is recommended that the MPO's Public Participation Plan be updated to reflect the new address of MPO Office and any changes to the public involvement process that have taken place since the current Public Participation Plan was adopted in 2010.</td>
<td>The Public Participation Plan has been updated twice since the last certification review.</td>
</tr>
<tr>
<td>Title VI, Environmental Justice, Limited English Proficiency</td>
<td>Recommendation</td>
<td>• It is recommended that the MPO collect data to assist in determining that the public involvement process is non-discriminatory, and that a nondiscrimination policy statement and Title VI information is made available.</td>
<td>MPO updated its Public Participation Plan in 2015 to reference new activities related to its Title VI procedures, Environmental Justice, Language Assistance Plan, and complaint procedures.</td>
</tr>
<tr>
<td></td>
<td>Recommendation</td>
<td>• It is recommended that the MPO ensure that their public participation process includes methods for outreach to and services offered to the LEP population and a method to document services and evaluate.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Recommendation</td>
<td>• It is recommended that the MPO document a complaint disposition process for Title VI/Nondiscrimination complaints. It is also recommended that the Title VI Coordinator contact information, along with their complaint procedures, be made readily available to the public.</td>
<td></td>
</tr>
<tr>
<td>Travel Forecasting</td>
<td>Recommendation</td>
<td>• It is recommended that the Des Moines Area MPO retain the ability to perform modeling work.</td>
<td>The MPO has staff capable of running the MPO travel demand model, has incorporated transit into its model, and has addressed</td>
</tr>
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</table>
It is recommended to further analyze the level of transit analysis required by the MPO, and then either build that functionality into the model or find a surrogate methodology to fill that need.

Additional technical recommendations are included in the Travel Forecasting section of this document.

It is recommended that the MPO establishes a maintenance plan for their ITS architecture.

The current regional ITS architecture was completed in 2009 and covers the timeframe up to 2019.

### 1.2 Summary of Current Findings

The current review found that the metropolitan transportation planning process conducted in the Des Moines urbanized area meets Federal planning requirements.

As a result of this review, FHWA and FTA are certifying the transportation planning process conducted by the Iowa Department of Transportation (IA DOT), Des Moines Metropolitan Planning Organization (DMAMPO) and Des Moines Area Regional Transit Authority (DART). There are also recommendations in this report that warrant close attention and follow-up, as well as areas that DMAMPO is performing very well in that are to be commended.

<table>
<thead>
<tr>
<th>Review Area</th>
<th>Action</th>
<th>Corrective Actions/ Recommendations/ Commendations</th>
<th>Resolution Due Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>MPO Structure and Agreements</td>
<td>Commendation</td>
<td>1. MPO Staff - The Review Team noticeably highlights the DMAMPO staff as being highly professional, skilled, and demonstrating a high technical ability in developing and preparing transportation planning documents.</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>Recommendation</td>
<td>1. Coordination – The Review Team recommends that Des Moines MPO and Iowa DOT improve their cooperation and coordination and develop an action plan to address the following specific coordination and cooperation deficiencies: a. Coordination on Project Design and Standards; b. Coordination and Transparency for Iowa DOT Sponsored Projects.</td>
<td>N/A</td>
</tr>
<tr>
<td>Recommendation</td>
<td>MOU – The Review Team recommends that the Des Moines MPO and DART update their Planning Memorandum of Understanding to address Federal performance based planning as described by Iowa DOT guidance.</td>
<td>N/A</td>
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<td></td>
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<tr>
<td>Recommendation</td>
<td>Financial Planning - The MPO, DART and the Iowa DOT, in keeping with a cooperative, comprehensive, and continuing transportation planning process, should work together to develop the financial projections for the MTP and TIP in order to demonstrate fiscal constraint for all projects.</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Unified Planning Work Program 23 CFR 450.308</td>
<td>Funds Carryover - The Review Team commends the Des Moines MPO for having very low FHWA-FTA Planning Balance Carryover. The MPO uses allocated planning funds in a timely manner that prevents funds from lapsing.</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Metropolitan Transportation Plan 23 U.S.C. 134(c),(h)&amp;(i) 23 CFR 450.324</td>
<td>Performance Measures - The Federal Review team commends the MPO for proactively developing performance measures in Mobilizing Tomorrow and subsequent performance reports to better evaluate and communicate the performance of the transportation network in the region.</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Transit Planning 49 U.S.C. 5303 23 U.S.C. 134 23 CFR 450.314</td>
<td>MPO Support of Transit - The MPO is assisting DART in the process of updating the DART Forward 2035 Plan.</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Transportation Improvement Program 23 U.S.C. 134(c)(h)&amp; (j) 23 CFR 450.326</td>
<td>Project Delivery - The Review Team recommends that the MPO staff continue to work closely with Iowa DOT, project sponsors, and other partners in the process to continue to ensure the timely delivery of projects from the planning stage through to construction.</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Public Participation 23 U.S.C. 134(i)(6) 23 CFR 450.316 &amp; 450.326(b)</td>
<td>Visualization Techniques - The Federal Team commends the MPO for its use of visualization techniques and reader-friendly graphics and maps in its planning products such as its MTP, performance reports and MPO website.</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Public Participation - The Federal Review Team was impressed with the level of enthusiasm and innovative techniques the MPO is employing in its day-to-day implementation of its planning responsibilities.</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Recommendation</td>
<td>Recommendation</td>
<td>N/A</td>
<td></td>
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<td>----------------</td>
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</tr>
<tr>
<td><strong>Civil Rights</strong></td>
<td><strong>Civil Rights</strong></td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Title VI Civil Rights Act, 23 U.S.C. 324, Age Discrimination Act, Sec. 504 Rehabilitation Act, Americans with Disabilities Act</td>
<td>1. Training - The Review Team recommends that the Des Moines MPO document its overall Civil Rights Training including Title VI, Environmental Justice and Limited English Proficiency.</td>
<td>N/A</td>
<td></td>
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<tr>
<td><strong>Freight</strong></td>
<td><strong>Freight</strong></td>
<td>N/A</td>
<td></td>
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<tr>
<td>23 U.S.C. 134(h) 23 CFR 450.306</td>
<td>1. Freight Planning - The Federal Review Team commends the DMAMPO on its continued emphasis and integration of freight into the planning process.</td>
<td>N/A</td>
<td></td>
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<tr>
<td><strong>Nonmotorized Planning/Livability</strong></td>
<td><strong>Nonmotorized Planning/Livability</strong></td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>23 U.S.C. 134(h) 23 U.S.C. 217(g) 23 CFR 450.306 23 CFR 450.3224f)(2)</td>
<td>1. Bicycle and Pedestrian Planning - The DMAMPO is commended for their enthusiastic approach to the Complete Street’s Model Policy and the Mini-Grant Program with the Wellmark Foundation.</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td><strong>Integration of Land Use and Transportation</strong></td>
<td><strong>Integration of Land Use and Transportation</strong></td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>23 U.S.C. 134(g)(3) 23 U.S.C. 134(h)(1)(E) 23 CFR 450.306(a)(5)</td>
<td>1. Scenario Planning - The Review Team commends the MPO on the land-use scenarios created as part of the Tomorrow Plan as well as the speaker series that was established as a result of the plan.</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td><strong>Travel Demand Forecasting</strong></td>
<td><strong>Travel Demand Forecasting</strong></td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>23 CFR 450.324(f)(1)</td>
<td>1. TDM Documentation - DMAMPO should update current documentation files with additional information that demonstrates sufficient validation of model up-stream model components and to develop a process to support the review of contracted deliverables.</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>2. TDM Agreement - The Review Team recommends that the MPO and Iowa DOT should develop a cooperative agreement to specify roles, responsibilities, and reasonable timelines for the development of updates to the Transportation Demand Model (TDM).</td>
<td>N/A</td>
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Details of the certification findings for each of the above items are contained in this report.
2.0 INTRODUCTION

2.1 Background

Pursuant to 23 U.S.C. 134(k) and 49 U.S.C. 5303(k), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly certify the metropolitan transportation planning process in Transportation Management Areas (TMAs) at least every four years. A TMA is an urbanized area, as defined by the U.S. Census Bureau, with a population of over 200,000. After the 2010 Census, the Secretary of Transportation designated 183 TMAs – 179 urbanized areas over 200,000 in population plus four urbanized areas that received special designation. In general, the reviews consist of three primary activities: a site visit, a review of planning products (in advance of and during the site visit), and preparation of a Certification Review Report that summarizes the review and offers findings. The reviews focus on compliance with Federal regulations, challenges, successes, and experiences of the cooperative relationship between the MPO(s), the State DOT(s), and public transportation operator(s) in the conduct of the metropolitan transportation planning process. Joint FTA/FHWA Certification Review guidelines provide agency field reviewers with latitude and flexibility to tailor the review to reflect regional issues and needs. As a consequence, the scope and depth of the Certification Review reports will vary significantly.

The Certification Review process is only one of several methods used to assess the quality of a regional metropolitan transportation planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the planning process. Other activities provide opportunities for this type of review and comment, including Unified Planning Work Program (UPWP) approval, the MTP, metropolitan and statewide Transportation Improvement Program (TIP) findings, air-quality (AQ) conformity determinations (in nonattainment and maintenance areas), as well as a range of other formal and less formal contact provide both FHWA/FTA an opportunity to comment on the planning process. The results of these other processes are considered in the Certification Review process.

While the Certification Review report itself may not fully document those many intermediate and ongoing checkpoints, the “findings” of Certification Review are, in fact, based upon the cumulative findings of the entire review effort.

The review process is individually tailored to focus on topics of significance in each metropolitan planning area. Federal reviewers prepare Certification Reports to document the results of the review process. The reports and final actions are the joint responsibility of the appropriate FHWA and FTA field offices, and their content will vary to reflect the planning process reviewed, whether or not they relate explicitly to formal “findings” of the review.

To encourage public understanding and input, FHWA/FTA will continue to improve the clarity of the Certification Review reports.
2.2 Purpose and Objective

Since the enactment of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the FHWA and FTA, are required to jointly review and evaluate the transportation planning process in all urbanized areas over 200,000 population to determine if the process meets the Federal planning requirements in 23 U.S.C. 134, 40 U.S.C. 5303, and 23 CFR 450. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), extended the minimum allowable frequency of certification reviews to at least every four years.

Certification of the planning process is a prerequisite to the approval of Federal funding for transportation projects in such areas. The certification review is also an opportunity to provide assistance on new programs and to enhance the ability of the metropolitan transportation planning process to provide decision makers with the knowledge they need to make well-informed capital and operating investment decisions.

The Des Moines Area Metropolitan Planning Organization (DMAMPO) is the designated MPO for the Des Moines urbanized area. The Iowa Department of Transportation is the responsible State agency and the Des Moines Area Regional Transit Authority (DART) is the responsible public transportation operator. Current membership of the DMAMPO consists of elected officials and citizens from the political jurisdictions in the Des Moines area.

3.0 SCOPE AND METHODOLOGY

3.1 Review Process

This report details the 2017 review, which consisted of a formal site visit and a public involvement opportunity, conducted April 18-20, 2017.

Participants in the review included representatives of FHWA, FTA, Iowa DOT, DART, and DMAMPO staff. A full list of participants is included in Appendix A. During the onsite review, the Des Moines Area MPO provided topical PowerPoint sides for each discussion point provided in the agenda and is included as Appendix H. The MPO also provided a tour of local projects for the review team.

A desk audit of current documents and correspondence was completed prior to the site visit. In addition to the formal review, routine oversight mechanisms provide a major source of information upon which to base the certification findings.

The certification review covers the transportation planning process conducted cooperatively by the MPO, State, and public transportation operators. Background information, current status, key findings, and recommendations are summarized in the body of the report for the following subject areas selected by FHWA and FTA staff for on-site review:
• MPO Structure and Agreements
• Unified Planning Work Program
• Metropolitan Transportation Plan (MTP)
• Transit Planning
• Transportation Improvement Program (TIP) and List of Obligated Projects
• Public Participation
• Civil Rights (Title VI, EJ, LEP, ADA)
• Consultation and Coordination
• Freight Planning
• Transportation Safety
• Nonmotorized Planning/Livability
• Integration of Land Use and Transportation
• Travel Demand Forecasting
• Congestion Management Process / Management and Operations

3.2 Documents Reviewed

The following MPO documents were evaluated as part of this planning process review:

• MPO Master Agreement: 28E Agreement, Sixth Amended, 2011
• MOU Between DMAMPO and DART, 2013
• 2017 Planning Joint Participation Agreement to Implement Metropolitan Intermodal Planning between DMAMPO and Iowa DOT and 2017 Planning Joint Participation Agreement Part II
• Amended and Substituted Bylaws of the Des Moines Area Metropolitan Planning Organization, July 2005
• FY 2017 and Draft FY 2018 Unified Planning Work Program for DMAMPO
• Mobilizing Tomorrow, a Transportation Plan for a Greener Greater Des Moines, November 2014
• Year 1 Mobilizing Tomorrow Performance Measures Progress Report, October 2015
• Mobilizing Tomorrow Appendix E: Project Selection Methodology + Project List
• The Tomorrow Plan, November 2013
• MPO Public Participation Plan
• DMAMPO FY-2017-2020 TIP and Self-Certification
• Biking Central Iowa Trail Counter Report, May 2015
• Trail Counts 2015 Report, May 2016
• On Street Bikeway Feasibility Study, August 2014
• Water Trails Executive Summary
• Environment Justice 2015 Report, September 2015
• Congestion Management Process, July 2013
• Commuting in the Metro Report, July 2016
• Many the Miles VMT Report, December 2015
• Freight Barriers Report, August 2015
• Des Moines Rail Transload Feasibility Study, June 2014
• Des Moines Rail Transload Identification of Transportation Impediments, August 2014
• Safety of Our Streets Crash Report, June 2015 and June 2016
• Along for the Ride Transit Report, January 2016
• Quality of our Bridges Report, February 2016
• Travel Demand Model Documentation
• 2017 Des Moines Area MPO TMA Certification Review Topics

3.3 Key Definitions for Certification Review Findings

Corrective Actions – Corrective Actions are compliance issues and indicate a serious situation that fails to meet one or more requirements of the transportation planning statute and regulations, thus seriously impacting the outcome of the overall process. The expected outcome is a change that brings the metropolitan planning process into compliance with a planning statute or regulation; failure to respond will likely result in a more restrictive certification.

Recommendations – Recommendations address technical improvements to processes and procedures, that while somewhat less substantial and not regulatory, are still significant enough that FHWA and FTA are hopeful that State and local officials will take action. The expected outcome is change that would improve the process, though there is no Federal mandate.

Commendations – Commendations are processes or practices that demonstrate innovative, highly effective, well-thought out procedures for implementing the planning requirements. Elements addressing items that have frequently posed problems nationwide could be cited as commendations. Also, significant improvements and/or resolution of past findings may warrant a commendation.
4.0 PROGRAM REVIEW

4.1 MPO Structure and Agreements

4.1.1 Regulatory Basis

23 U.S.C. 134(d) and 23 CFR 450.314(a) state the MPO, the State, and the public transportation operator shall cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process. These responsibilities shall be clearly identified in written agreements among the MPO, the State, and the public transportation operator serving the MPA.

4.1.2 Current Status

It was observed that for the most part good planning relationships and cooperation exist between the Des Moines MPO, Iowa DOT, and DART. The MPO commended the coordination effort of the Iowa DOT in the development of the 2017 statewide long range plan. However, there have been planning and project-level decisions that have not been fully communicated and coordinated, particularly between the Des Moines MPO and the Iowa DOT. The Iowa DOT has an ongoing effort to increase transparency into the project prioritization process.

The Iowa DOT provided an agreement (Performance Management Agreement Between the Des Moines Area MPO and the Iowa Department of Transportation) that was included in the FY 2018 UPWP. This makes Iowa a leading state in implementing new federal requirements for the cooperative development and sharing of performance data. The Iowa DOT stated that an additional agreement will be documented through DART’s consolidated funding application.

The MPO stated that they are beginning efforts for an agency strategic plan that will explore expanding the executive committee and modifying committee voting structures. FHWA and FTA look forward to seeing the results of the plan.

4.1.3 Findings

The Des Moines Area MPO’s organizational framework is compliant with the federal planning regulations.

Commendation:

1. MPO Staff - The Review Team noticeably highlights the DMAMPO staff as being highly professional, skilled, and demonstrating a high technical ability in developing and preparing transportation planning documents. The MPO has been diligent in its efforts to provide training for staff to deepen their skills in the technical areas of transportation planning and has produced
imaginative planning initiatives that take full advantage of a wide range of technical tools for analysis and visualization, to portray studies graphically to stakeholders and the public. Throughout the certification review process, the MPO staff was open to suggestions, willing to share ideas, and discuss challenges or issues. The Federal Review Team also commends the MPO for dedicating a staff position to community outreach.

**Recommendations:**

1. **Coordination** – The Review Team recommends that Des Moines MPO and Iowa DOT improve their cooperation and coordination and develop an action plan to address the following specific coordination and cooperation deficiencies:
   a. **Coordination on Project Design and Standards** - The local project sponsors, Iowa DOT and the MPO should increase coordination on project design and design standards and define where and when in the process it would be beneficial to engage local stakeholders for improved coordination.
   b. **Coordination and Transparency for Iowa DOT Sponsored Projects** - The Iowa DOT should increase efforts to communicate transparency in the project prioritization process conducted to select projects within the Des Moines TMA. The Iowa DOT and DMAMPO should develop an improved timeline for incorporating DOT projects in the Des Moines MPO project selection process for the annual TIP. It is also recommended that early coordination occur between the Iowa DOT, DMAMPO and DART as needed for Interchange Justification Studies, Planning and Environmental Linkages (PEL), and other initiatives of the Iowa DOT regarding state highway system and intermodal transportation.

2. **MOU** – The Review Team recommends that the Des Moines MPO and DART update their Planning Memorandum of Understanding to address Federal performance based planning as described by Iowa DOT guidance.

3. **Financial Planning** - The MPO, DART and the Iowa DOT, in keeping with a cooperative, comprehensive, and continuing transportation planning process, should work together to develop the financial projections for the MTP and TIP in order to demonstrate fiscal constraint for all projects. Collectively, the documents should present the revenues, costs and comprehensive system-level estimates of operation and maintenance for the region, including the regional share of the statewide system. The written agreement and/or guidance should be updated to more clearly define and articulate the roles, responsibilities, and expectations of the various parties, as well as document methods and assumptions for determining revenues and costs in their financial plans.
4.2 Unified Planning Work Program

4.2.1 Regulatory Basis

23 CFR 450.308 sets the requirement that planning activities performed under Titles 23 and 49 U.S.C. be documented in a Unified Planning Work Program (UPWP). The MPO, in cooperation with the State and public transportation operator, shall develop a UPWP that includes a discussion of the planning priorities facing the MPA and the work proposed for the next one- or two-year period by major activity and task in sufficient detail to indicate the agency that will perform the work, the schedule for completing the work, the resulting products, the proposed funding, and sources of funds.

4.2.2 Current Status

The FY 2018 UPWP Includes a broad discussion of regional planning issues including: The Tomorrow Plan and Mobilizing Tomorrow, system optimization, multimodal opportunities, freight system enhancement, environmental health, data collection, analysis and modeling; as well as a listing of major corridor studies and projects. The UPWP exceeds basic requirements by including a table linking planning factors and goals with work program tasks. It demonstrates a best practice regarding listed work activities. In addition, it was noted that the carryover balance is very low which is also a best practice for MPOs in FTA Region 7. By starting the process in January, the MPO provides plenty of time for solicitation of tasks and review by the MPOs committees. During the site visit, the Iowa DOT requested that the MPO provide more detail on direct cost breakouts. This request has been completed.

The Des Moines MPO coordinates well with member jurisdictions to develop and report UPWP activities and accomplishments. This coordination, coupled with transparency, fosters increased understanding and participation amount the MPOs partners and interested parties.

4.2.3 Findings

The Des Moines Area UPWP meets all the requirements listed under 23 CFR 450.308.

Commendation:

1. Funds Carryover - The Review Team commends the Des Moines MPO for having very low FHWA-FTA Planning Balance Carryover. The MPO uses allocated planning funds in a timely manner that prevents funds from lapsing.
4.3 Metropolitan Transportation Plan

4.3.1 Regulatory Basis

23 U.S.C. 134(c), (h) & (i) and 23 CFR 450.324 set forth requirements for the development and content of the Metropolitan Transportation Plan (MTP). Among the requirements are that the MTP address at least a 20-year planning horizon and that it includes both long and short range strategies that lead to the development of an integrated and multi-modal system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

The MTP is required to provide a continuing, cooperative, and comprehensive multimodal transportation planning process. The plan needs to consider all applicable issues related to the transportation systems development, land use, employment, economic development, natural environment, and housing and community development.

23 CFR 450.324(c) requires the MPO to review and update the MTP at least every four years in air quality nonattainment and maintenance areas and at least every 5 years in attainment areas to reflect current and forecasted transportation, population, land use, employment, congestion, and economic conditions and trends.

Under 23 CFR 450.324(f), the MTP is required, at a minimum, to consider the following:

- Projected transportation demand
- Existing and proposed transportation facilities
- Operational and management strategies
- Congestion management process
- Capital investment and strategies to preserve transportation infrastructure and provide for multimodal capacity
- Design concept and design scope descriptions of proposed transportation facilities
- Potential environmental mitigation activities
- Pedestrian walkway and bicycle transportation facilities
- Transportation and transit enhancements
- A financial plan

4.3.2 Current Status

Mobilizing Tomorrow, the current MTP was finalized in November of 2015, has a horizon year of 2050 and expires in November 2019. The development of this plan depended heavily on the insight and data collected during the development of The Tomorrow Plan, which provides a vision for how the metro area can grow sustainably through the year 2050. Mobilizing Tomorrow is the first MTP for the Des Moines area takes a performance-based approach to
planning, emphasizing funding towards projects and strategies that help achieve the plans goals and performance targets. The MPO has developed monthly performance reports that focus more in depth on a category of performance data. The plan document was made more user friendly than the previous plan.

4.3.3 Findings

The Des Moines Area MTP meets all the requirements listed under 23 CFR 450.324.

Commendation:

1. Performance Measures - The Federal Review team commends the MPO for proactively developing performance measures in Mobilizing Tomorrow and subsequent performance reports to better evaluate and communicate the performance of the transportation network in the region. The Team also commends the commitment of Des Moines MPO to utilize sustainability planning as basis for the Mobilizing Tomorrow.

4.4 Transit Planning

4.4.1 Regulatory Basis

49 U.S.C. 5303 and 23 U.S.C. 134 require the transportation planning process in metropolitan areas to consider all modes of travel in the development of their plans and programs. Federal regulations cited in 23 CFR 450.314 state that the MPO in cooperation with the State and operators of publicly owned transit services shall be responsible for carrying out the transportation planning process.

4.4.2 Current Status

The MPO emphasizes the importance of transportation options throughout all the MPO’s plans, policies, and actions. The MPO is a cooperative partner of DART and HIRTA to ensure transit options for all communities. The MPO periodically updates its regional Passenger Transportation Plan, which helps coordinate these agencies with the needs of various communities and health and human services providers. The MPO routinely participates in transit planning activities through both transit agencies and assists with specific projects and data analysis.

4.4.3 Findings

The Des Moines Area meets all the requirements listed under 23 CFR 450.314.
Commendation:

1. MPO Support of Transit - The MPO is assisting DART in the process of updating the DART Forward 2035 Plan which includes five (5) Bus Rapid Transit study corridors. The planning agreement between DART and the Des Moines MPO is a best practice regarding its delineation of short term (DART) and longer term (MPO) planning work activities included in the Unified Planning Work Program.

4.5 Transportation Improvement Program and List of Obligated Projects

4.5.1 Regulatory Basis

23 U.S.C. 134(c),(h) & (j) set forth requirements for the MPO to cooperatively develop a Transportation Improvement Program (TIP). Under 23 CFR 450.326, the TIP must meet the following requirements:

- Must cover at least a four-year horizon and be updated at least every four years.
- Surface transportation projects funded under Title 23 U.S.C. or Title 49 U.S.C., except as noted in the regulations, are required to be included in the TIP.
- List project description, cost, funding source, and identification of the agency responsible for carrying out each project.
- Projects need to be consistent with the adopted MTP.
- Must be fiscally constrained.
- The MPO must provide all interested parties with a reasonable opportunity to comment on the proposed TIP.

23 U.S.C. 134(j)(7) and 23 CFR 450.334 requires that the State, the MPO, and public transportation operators cooperatively develop a listing of projects for which Federal funds under 23 U.S.C. or 49 U.S. C. Chapter 53 have been obligated in the previous year. The listing must include all federally funded projects authorized or revised to increase obligations in the preceding program year and, at a minimum, the following for each project:

- The amount of funds requested in the TIP
- Federal funding obligated during the preceding year
- Federal funding remaining and available for subsequent years
- Sufficient description to identify the project
- Identification of the agencies responsible for carrying out the project
4.5.2 Current Status

The Des Moines area TIP is updated annually on the schedule provided through Iowa DOT guidance. The MPO recently implemented an online application form for STBG project applications and has seen the process become more streamlined as a result. They also make an effort to program projects in the year in which they will be ready for construction. It was recommended by the review team that project readiness be included as a selection criterion. The MPO recently modified their STBG selection criteria to increase funding for bridges and has seen an increase in critical bridge projects getting funded. They have also seen an increase in reconstruction projects instead of expansion and more non-motorized project components.

The allocation of FHWA STBG funds for transit projects continues to be noteworthy. Of the annual (~$12-13 million) STBG attributable allocation to the Des Moines MPO, a minimum of 10% is to be allocated to transit capital projects. DART has used this transfer to acquire buses which consequently has improve the average useful life of its bus fleet. The MPO’s continuing support of transit with such sizable transfers for transit vehicles and the policy change of 10% maximum to 10% minimum for transit are best practices and have illustrated that the choice to do this is based on regional planning priorities.

The annual listing is included in the TIP and the project status is solicited from members to complete the report. The MPO has also begun publishing an interactive map of selected projects before they are approved and has seen a large increase in public comments earlier in the process than what they received before. It was suggested by the Review Team that the transit projects be added to the map as well.

4.5.3 Findings

The Des Moines Area meets all the requirements listed under 23 CFR 450.326 and 23 CFR 450.334.

**Recommendations:**

1. Project Delivery - The Review Team recommends that the MPO staff continue to work closely with Iowa DOT, project sponsors, and other partners in the process to continue to ensure the timely delivery of projects from the planning stage through to construction. This effort directly supports the FHWA initiative Every Day Counts which promotes a variety of efforts intended to expedite project delivery. It is also recommended that the MPO develop a tracking process to ensure that multimodal components of MPO selected projects are maintained throughout the construction process.
4.6 Public Participation

4.6.1 Regulatory Basis

Sections 134(i)(5), 134(j)(1)(B) of Title 23 and Section 5303(i)(5) and 5303(j)(1)(B) of Title 49, require a Metropolitan Planning Organization (MPO) to provide adequate opportunity for the public to participate in and comment on the products and planning processes of the MPO. The requirements for public involvement are detailed in 23 CFR 450.316(a) and (b), which require the MPO to develop and use a documented participation plan that includes explicit procedures and strategies to include the public and other interested parties in the transportation planning process.

Specific requirements include giving adequate and timely notice of opportunities to participate in or comment on transportation issues and processes, employing visualization techniques to describe metropolitan transportation plans and TIPs, making public information readily available in electronically accessible formats and means such as the world wide web, holding public meetings at convenient and accessible locations and times, demonstrating explicit consideration and response to public input, and a periodically reviewing of the effectiveness of the participation plan.

4.6.2 Current Status

The Des Moines Area MPO recently added a new staff position for managing communications and a communications plan. This has greatly increased the capacity of the MPO to engage with regional stakeholders. The MPO has established new contacts with media outlets started producing more interesting press releases that get play in radio, TV and print. The MPO has established themselves to the media as the go to staff for regional transportation information. They also provide monthly performance update reports, timed to what’s relevant to media cycle.

For the development of Mobilizing Tomorrow, the 2050 MTP, the MPO used a variety of outreach tools, such as surveys and piggy-backing on other events to solicit feedback. They conducted outreach at events in the communities, worked with non-profit groups, and used media contact lists to maximize public involvement.

4.6.3 Findings

The Des Moines Area meets all the requirements listed under 23 CFR 450.316.
Commendation:

1. Visualization Techniques - The Federal Team commends the MPO for its use of visualization techniques and reader-friendly graphics and maps in its planning products such as its MTP, performance reports and MPO website. The team believes that these efforts have resulted in better products that generate greater public interest and are easier to understand. Despite having a small staff, it is clear that the DMAMPO makes public engagement a priority.
2. Public Participation - The Federal Review Team was impressed with the level of enthusiasm and innovative techniques the MPO is employing in its day-to-day implementation of its planning responsibilities. The Mobilizing Tomorrow and Tomorrow Plans, development of monthly performance reports, and the use of current social media and technology to educate and engage its members and partners are a few examples of the MPO's work in this area. The MPO Board, Committees and Staff are always seeking innovative ways to create more ownership of the MPO process with the public and its partners.

4.7 Civil Rights (Title VI, EJ, LEP, ADA)

4.7.1 Regulatory Basis

Title VI of the Civil Rights Act of 1964, prohibits discrimination based upon race, color, and national origin. Specifically, 42 U.S.C. 2000d states that “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, or be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” In addition to Title VI, there are other Nondiscrimination statutes that afford legal protection. These statutes include the following: Section 162 (a) of the Federal-Aid Highway Act of 1973 (23 U.S.C. 324), Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act (ADA) of 1990. ADA specifies that programs and activities funded with Federal dollars are prohibited from discrimination based on disability.

Executive Order #12898 (Environmental Justice) directs federal agencies to develop strategies to address disproportionately high and adverse human health or environmental effects of their programs on minority and low-income populations. In compliance with this Executive Order, USDOT and FHWA issued orders to establish policies and procedures for addressing environmental justice in minority and low-income populations. The planning regulations, at 23 CFR 450.316(a)(1)(vii), require that the needs of those “traditionally underserved” by existing transportation systems, such as low-income and/or minority households, be sought out and considered.

Executive Order # 13166 (Limited-English-Proficiency) requires agencies to ensure that limited English proficiency persons are able to meaningfully access the services provided consistent with and without unduly burdening the fundamental mission of each federal agency.
4.7.2 Current Status

The DMAMPO’s practices are “model” for best practices. Diverse approaches are used to prevent discrimination and assure compliance. No complaints for the area were filed. Based on recommendations at the last certification review, the MPO updated its Public Participation Plan in 2015 to reference new activities related to its Title VI procedures, Environmental Justice, Language Assistance Plan, and complaint procedures.

4.7.3 Findings

The Des Moines Area meets all the civil rights requirements.

**Recommendations:**

1. Training - The Review Team recommends that the Des Moines MPO document its overall Civil Rights Training including Title VI, Environmental Justice and Limited English Proficiency.
2. Outreach - The Review Team recommends that the MPO sustain its current practices, but extend its outreach efforts based on a more inclusive data profile and contact list, to include groups and organizations serving all persons considered under the Title VI/Nondiscrimination Program. It is recommended that the Des Moines MPO, on a voluntary basis, as part of their public participation process collect demographic information from the public both at meetings/events and electronic public outreach.

4.8 Consultation and Coordination

4.8.1 Regulatory Basis

23 U.S.C. 134(g) & (i)(5)-(6) and 23 CFR 450.316(b-e) set forth requirements for consultation in developing the MTP and TIP. Consultation is also addressed specifically in connection with the MTP in 23 CFR 450.324(g)(1-2) and in 23 CFR 450.324(f)(10) related to environmental mitigation.

In developing the MTP and TIP, the MPO shall, to the extent practicable, develop a documented process that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies as described below:

- Agencies and officials responsible for other planning activities (State, local, economic development, environmental protection, airport operations, or freight)
- Other providers of transportation services
- Indian Tribal Government(s)
- Federal land management agencies
4.8.2 Current Status

The DMAMPO has an extensive network for conducting public outreach that includes planning roundtables and close coordination and consultation with non-traditional transportation planning groups such as the AARP and municipal water and sewer stakeholders, Bureau of Refugee Services, public health groups, and the Greater Des Moines Partnership.

The Federal Review Team encourages the Des Moines MPO to continue to seek ways to better engage agencies and officials responsible for other planning activities in the region to improve consultation with Tribal, Federal, State and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation.

4.8.3 Findings

The Des Moines Area meets all the consultation requirements.

4.9 Freight Planning

4.9.1 Regulatory Basis

The MAP-21 established in 23 U.S.C. 167 a policy to improve the condition and performance of the national freight network and achieve goals related to economic competitiveness and efficiency; congestion; productivity; safety, security, and resilience of freight movement; infrastructure condition; use of advanced technology; performance, innovation, competition, and accountability, while reducing environmental impacts.

In addition, 23 U.S.C. 134 and 23 CFR 450.306 specifically identify the need to address freight movement as part of the metropolitan transportation planning process.

4.9.2 Current Status

The DMAMPO has an active Freight Roundtable that currently meets every other month. It was created in 2004 and consists of public and private sector members. They have created the following mission statement “To assist in the efficient movement of freight in the Greater Des Moines Region”. The MPO has been actively engaged with two significant freight projects in the region. A regional Transload Facility and the development of a container tracking website.

4.9.3 Findings

The Des Moines Area meets all the freight requirements listed under 23 CFR 450.306.
**Commendation:**

1. Freight Planning - The Federal Review Team commends the DMAMPO on its continued emphasis and integration of freight into the planning process. The MPO has developed a strong partnership with the region’s freight stakeholders and provides and is a pivotal player in positioning the region into a transportation hub. As a result, the MPO has moved forward the Transload Facility by completing the 2014 Des Moines Rail Transload Feasibility Study.

**4.10 Transportation Safety**

**4.10.1 Regulatory Basis**

23 U.S.C. 134(h)(1)(B) requires MPOs to consider safety as one of ten planning factors. As stated in 23 CFR 450.306(a)(2), the planning process needs to consider and implement projects, strategies, and services that will increase the safety of the transportation system for motorized and non-motorized users.

In addition, SAFETEA-LU established a core safety program called the Highway Safety Improvement Program (HSIP) (23 U.S.C. 148), which introduced a mandate for states to have Strategic Highway Safety Plans (SHSPs). 23 CFR 450.306 (d) requires the metropolitan transportation planning process should be consistent with the SHSP, and other transit safety and security planning.

**4.10.2 Current Status**

The MPO has safety goals in their MTP and in the past, there was some outreach regarding safety goals for a previous version of the SHSP. The STBG scoring criteria does include consideration of high crash locations and projects that address known safety issues. The MPO is working with Drake University to determine if there is a correlation between roadway characteristics and crash frequency. The types of relationships that the MPO has created and continues to foster with Drake University should be continued since the university can act as an extension of the MPO staff and fill in gaps in expertise.

The MPO staff should continue to collaborate and work with their partners at the Iowa DOT’s Offices of Systems Planning and Traffic & Safety. Coordination should continue to occur regarding safety performance measures and data should be monitored to maintain awareness of safety related issues within the boundaries of the MPO.
4.10.3 Findings

The Des Moines Area meets all the requirements listed under 23 CFR 450.306 for the safety planning factor and coordination with other safety plans.

4.11 Nonmotorized Planning/Livability

4.11.1 Regulatory Basis

23 U.S.C. 217(g) states that bicyclists and pedestrians shall be given due consideration in the comprehensive transportation plans developed by each MPO under 23 U.S.C. 134. Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities.

23 CFR 450.306 sets forth the requirement that the scope of the metropolitan planning process "will increase the safety for motorized and non-motorized users; increase the security of the transportation system for motorized and non-motorized users; and protect and enhance the environment, promote energy conservation, improve the quality of life.

4.11.2 Current Status

DMAMPO is very active in the promotion of the bicycle and pedestrian modes for transportation. The MPO has included performance metrics for bicycle and pedestrian conditions in the region’s MTP. This has set the stage for an active public involvement process with regards to the bicycle and pedestrian community, which meets regularly with the MPO to provide input on transportation alternatives, livability and sustainability solutions. The MPO has established a trail usage counting program, conducted a street bicycle feasibility study, walkability plans and regularly holds related workshops and roundtables with regional partners. The MPO has also been instrumental in creating a regional complete streets policy that has been implemented by nine local communities. DMAMPO benefits from an active bike pedestrian community that has demonstrated to city leaders the benefits to the area in the form of economic development, livability and improved quality of life to residents.

The MPO also has a very active livability program and has put significant effort into forwarding public health initiatives. Over the last few years, the MPO has developed partnerships with public health organizations and has worked to educate the MPO member communities and other stakeholders around issues of active transportation, complete streets, health impact assessments, and other topics. These agencies include Iowa Department of Public Health, Polk and Dallas County Health Departments, Iowa Healthiest State Initiative, and the Wellmark Foundation. This coordination supports several ongoing regional committees including Active
Living Iowa, Health and Wellness Committee, and the Wellness Capital of Capital Crossroads and projects.

In addition, the MPO has performed significant planning related to watershed management, coordinating regional storm water issues, and regional water trails.

4.11.3 Findings

The Des Moines Area meets all the requirements listed under 23 CFR 450. 306 for planning factors that address non-motorized users.

Commendation:

1. Bicycle and Pedestrian Planning - The DMAMPO is commended for their enthusiastic approach to the Complete Street’s Model Policy and the Mini-Grant Program with the Wellmark Foundation. The DMAMPO is also commended for their efforts and leadership role in the development and implementation of the Iowa Data Bike and regional efforts to establish a bicycle and pedestrian counting program.
2. Livability and Public Health Initiatives – The Review Team commends DMAMPO for livability and public health initiatives such as The Greater Des Moines Water Trails and Greenways Master Plan, watershed management planning, and incorporating health into the transportation planning process.

4.12 Integration of Land Use and Transportation

4.12.1 Regulatory Basis

23 U.S.C. 134(g)(3) encourages MPOs to consult with officials responsible for other types of planning activities that are affected by transportation in the area (including State and local planned growth, economic development, environmental protection, airport operations, and freight movements) or to coordinate its planning process, to the maximum extent practicable, with such planning activities.

23 U.S.C. 134 (h)(1)(E) and 23 CFR 450.306(a)(5) set forth requirements for the MPO Plan to protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

4.12.2 Current Status

Des Moines is among the 143 regions and communities to receive HUD Sustainable Communities Initiative funding, as part of the Partnership for Sustainable Communities. The
region received a $2.2 million grant in October 2010 to create a comprehensive regional housing, environmental and land use plan. The grant allowed them the opportunity to develop the Tomorrow Plan, finalized in November 2013, which incorporates planning strategies and implementation measures that will guide the region’s growth through 2050. Multiple growth scenarios were tested during the process and compared with a baseline approach. A successful aspect from the Tomorrow Plan was a speaker series that brought thought leaders to the area for a series of lectures during the planning process. The Tomorrow Plan Speaker Series continues, and the MPO has successfully partnered with numerous community organizations to host dozens of speaker events over the last four years.

4.12.3 Findings

The Des Moines Area meets all the requirements for listed under 23 U.S.C. 134 and 23 CFR 450.306.

Commendation:

1. Scenario Planning - The Review Team commends the MPO on the land-use scenarios created as part of the Tomorrow Plan as well as the speaker series that was established as a result of the plan. The growth scenario work is a sophisticated planning practice not commonly found in MPOs of this size.

4.13 Travel Demand Forecasting

4.13.1 Regulatory Basis

23 CFR 450.324(f)(1) requires that the Metropolitan Transportation Plan include the projected transportation demand of persons and goods in the Metropolitan Planning Area over the period of the transportation plan. Travel demand forecasting models are used in the planning process to identify deficiencies in future year transportation systems and evaluate the impacts of alternative transportation investments. In air quality non-attainment and maintenance areas, they are also used to estimate regional vehicle activity for use in mobile source emission models that support air quality conformity determinations.

4.13.2 Current Status

The current TDM for Des Moines was developed in 2014 with later updates to future year projects. A mode choice and transit assignment script was added to the Des Moines Area travel forecasting file in 2016 and subsequently used to model forecasted ridership for DART future growth scenarios. The MPO regularly contracts with consultants for assistance with travel
demand model development and could benefit from a more defined process for reviewing deliverables.

The Review Team also observed that the Iowa DOT provides a role in the development of the MPO travel demand and coordination problems have been voiced by the MPO and Iowa DOT over the past several years. There is no written planning agreement in place for coordination efforts.

4.13.3 Findings

The Des Moines Area meets all the requirements listed under 23 CFR 450.324.

Recommendations:

1. TDM Documentation - DMAMPO should update current documentation files with additional information that demonstrates sufficient validation of model up-stream model components and to develop a process to support the review of contracted deliverables. A single document that summarizes the model process, inputs, assumptions, calibration methods, and validation results is recommended as documentation and a tool for staff and the public to better understand the TDM process. (Travel survey samples may not provide sufficient observations to examine local area trip generation. Emerging data resources – for example, GPS and passive cell phone data – can be useful for exploring the temporal and spatial distribution of travel, particularly for non-resident travel.)
   a. Desirable checks on model performance include:
      i. Comparisons of estimated and observed trip length frequency distributions
      ii. Comparisons of estimated and observed trip productions and attractions
      iii. Comparisons of estimated and observed person-travel flows (at district to district level).
      iv. Comparisons of estimated and observed transit flows
      v. Comparisons of estimated and observed travel speeds in corridors where congestion has been observed.
   b. The MPO also needs to develop a clear written process for receiving data from contracted providers and a process to support the QA/QC of deliverables.

2. TDM Agreement - The Review Team recommends that the MPO and Iowa DOT develop a cooperative agreement to specify roles and responsibilities for maintaining and updating the regional travel model. The agreement should outline a collaborative and continuous approach for managing updates to travel demand model network files and socioeconomic inputs based on discoveries in model application. The agreement may also outline procedures for reconciling future year external year forecasts developed by both agencies, and the process for integrating the soon to be released Iowa Standardized Model Structure (ISMS) standards. DMAMPO is
encouraged to identify TDM development activities and develop technical work plans in consultation with Iowa DOT.

Proposed FHWA/FTA Technical Assistance:

The FHWA Resource Center has agreed to provide assistance by conducting a coordination workshop with the Iowa DOT and DMAMPO. This workshop is intended as a forum to facilitate the discussion about current activities and develop a process to coordinate future activities.

The Review Team recommends that DMAMPO consider using a peer review process. Model peer reviews are also often a valuable source for insight on methods and processes that could help the agency assess and prioritize future improvements to the model, often aided by assistance from FHWA through the Travel Model Improvement Program.


4.14.1 Regulatory Basis

23 U.S.C. 134(k)(3) and 23 CFR 450.322 set forth requirements for the congestion management process (CMP) in TMAs. The CMP is a systematic approach for managing congestion through a process that provides for a safe and effective integrated management and operation of the multimodal transportation system. TMAs designated as non-attainment for ozone must also provide an analysis of the need for additional capacity for a proposed improvement over travel demand reduction, and operational management strategies.

23 CFR 450.324(f)(5) requires the MTP include Management and Operations (M&O) of the transportation network as an integrated, multimodal approach to optimize the performance of the existing transportation infrastructure. Effective M&O strategies include measurable regional operations goals and objectives and specific performance measures to optimize system performance.

4.14.2 Current Status

The Federal Review team noted that the CMP was cited as a correction action during the last review in 2013. The MPO updated its CMP in 2013 and then again in 2016 to incorporate performance measures that were identified in the MTP. The new CMP developed a hierarchy of strategies from operational to capital, and identified congested corridors and hot spots. The MPO has also incorporated strategies into STBG process. The Review Team also noted that the MPO is beginning to conduct planning for autonomous and connected vehicles and has shifted to increase focus on planning for operations. The Federal Review Team notes that the next CMP
be expanded to include an element to evaluate implemented projects, including those identified as the most congested corridors.

The Des Moines area ITS architecture is current through 2019. The current update process is being coordinated to ensure that the regional and state process are in sync with one another.

4.14.3 Findings

The Des Moines Area meets all the requirements listed under 23 CFR 450.322 and 23 CFR 450.324.
5.0 CONCLUSION AND RECOMMENDATIONS

The FHWA and FTA review found that the metropolitan transportation planning process conducted in the Des Moines urbanized area meets Federal planning requirements as follows.

5.1 Commendations

The following are noteworthy practices that the Des Moines Area MPO is doing well in the transportation planning process:

1. MPO Staff - The Review Team noticeably highlights the DMAMPO staff as being highly professional, skilled, and demonstrating a high technical ability in developing and preparing transportation planning documents. The MPO has been diligent in its efforts to provide training for staff to deepen their skills in the technical areas of transportation planning and has produced imaginative planning initiatives that take full advantage of a wide range of technical tools for analysis and visualization, to portray studies graphically to stakeholders and the public. Throughout the certification review process, the MPO staff was open to suggestions, willing to share ideas, and discuss challenges or issues. The Federal Review Team also commends the MPO for dedicating a staff position to community outreach.

2. Funds Carryover - The Review Team commends the Des Moines MPO for having very low FHWA-FTA Planning Balance Carryover. The MPO uses allocated planning funds in a timely manner that prevents funds from lapsing.

3. Performance Measures - The Federal Review team commends the MPO for proactively developing performance measures in Mobilizing Tomorrow and subsequent performance reports to better evaluate and communicate the performance of the transportation network in the region. The Team also commends the commitment of Des Moines MPO to utilize sustainability planning as basis for the Mobilizing Tomorrow.

4. MPO Support of Transit - The MPO is assisting DART in the process of updating the DART Forward 2035 Plan which includes five (5) Bus Rapid Transit study corridors. The planning agreement between DART and the Des Moines MPO is a best practice regarding its delineation of short term (DART) and longer term (MPO) planning work activities included in the Unified Planning Work Program.

5. Visualization Techniques - The Federal Team commends the MPO for its use of visualization techniques and reader-friendly graphics and maps in its planning products such as its MTP, performance reports and MPO website. The team believes that these efforts have resulted in better products that generate greater public interest and are easier to understand. Despite having a small staff, it is clear that the DMAMPO makes public engagement a priority.

6. Public Participation - The Federal Review Team was impressed with the level of enthusiasm and innovative techniques the MPO is employing in its day-to-day implementation of its planning responsibilities. The Mobilizing Tomorrow and Tomorrow Plans, development of monthly
performance reports, and the use of current social media and technology to educate and engage its members and partners are a few examples of the MPO's work in this area. The MPO Board, Committees and Staff are always seeking innovative ways to create more ownership of the MPO process with the public and its partners.

7. Freight Planning - The Federal Review Team commends the DMAMPO on its continued emphasis and integration of freight into the planning process. The MPO has developed a strong partnership with the region's freight stakeholders and provides and is a pivotal player in positioning the region into a transportation hub. As a result, the MPO has moved forward the Transload Facility by completing the 2014 Des Moines Rail Transload Feasibility Study.

8. Bicycle and Pedestrian Planning - The DMAMPO is commended for their enthusiastic approach to the Complete Street’s Model Policy and the Mini-Grant Program with the Wellmark Foundation. The DMAMPO is also commended for their efforts and leadership role in the development and implementation of the Iowa Data Bike and regional efforts to establish a bicycle and pedestrian counting program.

9. Livability and Public Health Initiatives – The Review Team commends DMAMPO for livability and public health initiatives such as The Greater Des Moines Water Trails and Greenways Master Plan, watershed management planning, and incorporating health into the transportation planning process.

10. Scenario Planning - The Review Team commends the MPO on the land-use scenarios created as part of the Tomorrow Plan as well as the speaker series that was established as a result of the plan. The growth scenario work is a sophisticated planning practice not commonly found in MPOs of this size.

5.2 Corrective Actions

The following are corrective actions that the Des Moines Area MPO must take to comply with Federal Regulations:

None

5.3 Recommendations

The following are recommendations that would improve the transportation planning process:

1. Coordination – The Review Team recommends that Des Moines MPO and Iowa DOT improve their cooperation and coordination and develop an action plan to address the following specific coordination and cooperation deficiencies:
   a. Coordination on Project Design and Standards - The local project sponsors, Iowa DOT and the MPO should increase coordination on project design and design standards and
define where and when in the process it would be beneficial to engage local stakeholders for improved coordination.

b. Coordination and Transparency for Iowa DOT Sponsored Projects - The Iowa DOT should increase efforts to communicate transparency in the project prioritization process conducted to select projects within the Des Moines TMA. The Iowa DOT and DMAMPO should develop an improved timeline for incorporating DOT projects in the Des Moines MPO project selection process for the annual TIP. It is also recommended that early coordination occur between the Iowa DOT, DMAMPO and DART as needed for Interchange Justification Studies, Planning and Environmental Linkages (PEL), and other initiatives of the Iowa DOT regarding state highway system and intermodal transportation.

2. MOU – The Review Team recommends that the Des Moines MPO and DART update their Planning Memorandum of Understanding to address Federal performance based planning as described by Iowa DOT guidance.

3. Financial Planning - The MPO, DART and the Iowa DOT, in keeping with a cooperative, comprehensive, and continuing transportation planning process, should work together to develop the financial projections for the MTP and TIP in order to demonstrate fiscal constraint for all projects. Collectively, the documents should present the revenues, costs and comprehensive system-level estimates of operation and maintenance for the region, including the regional share of the statewide system. The written agreement and/or guidance should be updated to more clearly define and articulate the roles, responsibilities, and expectations of the various parties, as well as document methods and assumptions for determining revenues and costs in their financial plans.

4. Project Delivery - The Review Team recommends that the MPO staff continue to work closely with Iowa DOT, project sponsors, and other partners in the process to continue to ensure the timely delivery of projects from the planning stage through to construction. This effort directly supports the FHWA initiative Every Day Counts which promotes a variety of efforts intended to expedite project delivery. It is also recommended that the MPO develop a tracking process to ensure that multimodal components of MPO selected projects are maintained throughout the construction process.

5. Training - The Review Team recommends that the Des Moines MPO document its overall Civil Rights Training including Title VI, Environmental Justice and Limited English Proficiency.

6. Outreach - The Review Team recommends that the MPO sustain its current practices, but extend its outreach efforts based on a more inclusive data profile and contact list, to include groups and organizations serving all persons considered under the Title VI/Nondiscrimination Program. It is recommended that the Des Moines MPO, on a voluntary basis, as part of their public participation process collect demographic information from the public both at meetings/events and electronic public outreach.

7. TDM Documentation - DMAMPO should update current documentation files with additional information that demonstrates sufficient validation of model up-stream model components and
to develop a process to support the review of contracted deliverables. A single document that summarizes the model process, inputs, assumptions, calibration methods, and validation results is recommended as documentation and a tool for staff and the public to better understand the TDM process. (Travel survey samples may not provide sufficient observations to examine local area trip generation. Emerging data resources – for example, GPS and passive cell phone data – can be useful for exploring the temporal and spatial distribution of travel, particularly for non-resident travel.)

a. Desirable checks on model performance include:
   i. Comparisons of estimated and observed trip length frequency distributions
   ii. Comparisons of estimated and observed trip productions and attractions
   iii. Comparisons of estimated and observed person-travel flows (at district to district level).
   iv. Comparisons of estimated and observed transit flows
   v. Comparisons of estimated and observed travel speeds in corridors where congestion has been observed.

b. The MPO also needs to develop a clear written process for receiving data from contracted providers and a process to support the QA/QC of deliverables.

8. TDM Agreement - The Review Team recommends that the MPO and Iowa DOT develop a cooperative agreement to specify roles and responsibilities for maintaining and updating the regional travel model. The agreement should outline a collaborative and continuous approach for managing updates to travel demand model network files and socioeconomic inputs based on discoveries in model application. The agreement may also outline procedures for reconciling future year external year forecasts developed by both agencies, and the process for integrating the soon to be released Iowa Standardized Model Structure (ISMS) standards. DMAMPO is encouraged to identify TDM development activities and develop technical work plans in consultation with Iowa DOT.

5.4 Training/Technical Assistance

The following training and technical assistance is recommended to assist the MPO with improvements to the transportation planning process:

The FHWA Resource Center has agreed to provide assistance by conducting a coordination workshop with the Iowa DOT and DMAMPO. This workshop is intended as a forum to facilitate the discussion about current activities and develop a process to coordinate future activities.

The Review Team recommends that DMAMPO consider using a peer review process. Model peer reviews are also often a valuable source for insight on methods and processes that could help the agency assess and prioritize future improvements to the model, often aided by assistance from FHWA through the Travel Model Improvement Program.
APPENDIX A - PARTICIPANTS

Federal reviewers prepared this Certification Review report to document the results of the review process. The report and final actions are the responsibility of the FHWA Iowa and the FTA Region 7 Office. See Appendix B for the sign-in sheets. The following individuals were involved in the Des Moines urbanized area on-site review:

The Federal Review Team included:

- Ms. Darla Hugaboom, FHWA Iowa Division
- Mr. Sean Litteral, FHWA Iowa Division
- Mr. Paul LaFleur, FHWA Iowa Division
- Ms. Karla Kudart, FHWA Iowa Division
- Mr. Mark Bechtel, FTA Region 7

DMAMPO Staff
Todd Ashby, Director
Dylan Mullenix, Assistant Director
Gunnar Olson, Communications Manager
Tracey Deckard, Office Manager
Zach Young, Principal Planner
Michael Armstrong, Associate Transportation Planner
Marcus Coenen, Associate Transportation Planner
Andrew Collings, Associate Transportation Planner

Transit Agency
Elizabeth Prescutti, DART General Manager
Amanda Wanke, DART Chief Engagement and Communications Officer

Iowa DOT
Craig Markley, Office of Systems Planning
Garrett Pedersen, Office of Systems Planning
Andrea White, Office of Systems Planning
Phil Mescher, Office of Systems Planning
Adam Shell, Office of Systems Planning
Nikita Rainey, Office of Civil Rights
Matt Chambers, Office of Program Management
Kristin Haar, Office of Transit
APPENDIX B – NOTIFICATION LETTER

February 8, 2017

Mr. Tom Hockensmith
Des Moines Area Metropolitan Planning Organization
420 Watson Powell Junior Way
Des Moines, Iowa 50309

Subject: Des Moines Area MPO Federal Certification Review: April 18 – 20, 2017

Dear Mr. Chairperson,

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) will be conducting a Certification Review of the transportation planning process for your metropolitan area on April 18-20, 2017. These dates were selected in consultation with your staff. The review will begin on the afternoon of April 18, 2017, and will look at the cooperative planning process as conducted by the Des Moines Area Metropolitan Planning Organization, Iowa DOT, DART, and local governments in the area. You and all participants in the planning process are welcome to attend the review.

The Fixing America’s Surface Transportation Act (FAST) continues the requirement for Certification of the transportation planning process in urbanized areas over 200,000 populations once every four years. Certification Reviews are conducted with the objective of evaluating the transportation planning process. Consequently, we will not be conducting a pass/fail review, but rather we intend to highlight good practices, exchange information, and identify opportunities for improvements. The Certification process will rely extensively on knowledge gained throughout the previous four years since the last Certification Review regarding the planning process in the Des Moines area, as well as the scheduled Certification Review meeting. The specific focal points we are proposing for the Certification Review meeting include the following:

- Status of Recommendations from the previous Certification
- Status of Travel Demand and Forecasting Models
- The Metropolitan Transportation Plan and Transportation Improvement Program update/amendment process
- Consideration of Title VI/Environmental Justice/Public Involvement
- Integrating Freight, Transit and Bike/Ped Modes in the Transportation Planning Process

There will be an opportunity for the public, including key MPO committee members and special interest groups, to talk directly with FHWA and FTA in an open public involvement session concerning their views on the transportation planning process being conducted in the
metropolitan area. We will also offer the opportunity for any committee members or other local elected officials to meet with us separately if they so desire.

The review will be conducted by FTA and FHWA staff. We anticipate and welcome participation by the staff of the MPO, the Iowa DOT, DART, as well as any representatives of cities, counties and other local official who wish to participate.

If you have any questions concerning this review, please call Darla Hugaboom of the FHWA Iowa Division (515) 233-7305 or Mark Bechtel of the FTA Region 7 (816) 329-3937.

Sincerely yours,

Mokhtee Ahmad  
Regional Administrator  
Federal Transit Administration

cc:
Todd Ashby, DMAMPO  
Elizabeth Presutti, DART  
Craig Markley, Iowa DOT  
Phil Mescher, Iowa DOT  
Kristin Haar, Iowa DOT  
Darla Hugaboom, FHWA  
Mark Bechtel, FTA Region 7

Sincerely yours,

KAREN A BOBO  
Division Administrator  
Federal Highway Administration
# APPENDIX C – AGENDA

## Des Moines Area Metropolitan Planning Organization
Federal TMA Certification Review  
April 18th – 20th, 2017  
420 Watson Powell, Jr., Way, Suite 200  
Des Moines, IA

### Agenda

**Tuesday, April 18th, 2017**  
1:30 p.m. – 4:30 p.m.

<table>
<thead>
<tr>
<th>Time</th>
<th>Session</th>
</tr>
</thead>
<tbody>
<tr>
<td>1:30 p.m. - 2:30 p.m.</td>
<td>Welcome and Scope of Review</td>
</tr>
<tr>
<td></td>
<td>• Introductions</td>
</tr>
<tr>
<td></td>
<td>• MPO Overview and Presentation</td>
</tr>
<tr>
<td></td>
<td>• Organizational Structure</td>
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<td></td>
<td>• Demographics</td>
</tr>
<tr>
<td></td>
<td>• Transportation Planning Process</td>
</tr>
<tr>
<td>2:30 p.m. – 4:00 p.m.</td>
<td>MPO Role and Responsibilities</td>
</tr>
<tr>
<td></td>
<td>• Agreements</td>
</tr>
<tr>
<td></td>
<td>• Process and Procedures</td>
</tr>
<tr>
<td></td>
<td>• Partners Expectations</td>
</tr>
<tr>
<td></td>
<td>• Cooperation, Coordination and Consultation</td>
</tr>
<tr>
<td>4:00 p.m. – 4:30 p.m.</td>
<td>Unified Planning Work Program (UPWP)</td>
</tr>
<tr>
<td>4:30 p.m.</td>
<td>Adjourn</td>
</tr>
</tbody>
</table>

**Wednesday, April 19th, 2017**  
8:30 a.m. – 5:00 p.m.

<table>
<thead>
<tr>
<th>Time</th>
<th>Session</th>
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<tbody>
<tr>
<td>8:30 a.m. - 10:30 a.m.</td>
<td>Major Planning Products</td>
</tr>
<tr>
<td></td>
<td>• Metropolitan Transportation Plan (MTP)</td>
</tr>
<tr>
<td></td>
<td>• Transportation Improvement Program (TIP)</td>
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<tr>
<td></td>
<td>• Break (15 minutes break)</td>
</tr>
<tr>
<td></td>
<td>• Performance Based Planning Process (PBPP)</td>
</tr>
<tr>
<td>10:30 a.m. – 11:00 a.m.</td>
<td>Public Involvement</td>
</tr>
<tr>
<td>11:00 a.m. – 1:30 p.m.</td>
<td>Box Lunch and Tour of Projects</td>
</tr>
<tr>
<td>1:30 p.m. – 2:30 p.m.</td>
<td>Management Systems</td>
</tr>
<tr>
<td></td>
<td>• Freight</td>
</tr>
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<td></td>
<td>• Operations and Management/ITS</td>
</tr>
<tr>
<td></td>
<td>• Congestion Management Process</td>
</tr>
<tr>
<td>2:30 p.m. – 3:00 p.m.</td>
<td>Safety and Security</td>
</tr>
<tr>
<td></td>
<td>• Resiliency and Vulnerability of the System</td>
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</tbody>
</table>
Des Moines Area Metropolitan Planning Organization  
Federal TMA Certification Review  
April 18th – 20th, 2017  
420 Watson Powell, Jr., Way, Suite 200  
Des Moines, IA

**Agenda**

<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>3:00 p.m. – 3:15 p.m.</td>
<td>Break</td>
</tr>
</tbody>
</table>
| 3:15 p.m. – 4:15 p.m. | Bicycle and Pedestrian Planning  
Air Quality and Livability |
| 4:15 p.m. – 5:00 p.m. | Travel Demand Model                     |
| 5:00 p.m.     | Adjourn                                  |

**Thursday, April 20th, 2017**
8:30 a.m. – 5:00 p.m.

<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
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</thead>
</table>
| 8:30 a.m. – 10:30 a.m. | Public Transit Providers  
• Coordination of planning and  
  programming responsibilities  
• Involvement in the planning process  
• MOA and roles/responsibilities |
| 10:30 a.m. – 10:45 a.m. | Break                                      |
| 10:45 a.m. – 12:00 p.m. | Civil Rights  
• Title IV  
• Environmental Justice  
• LEP  
• ADA  
• Self-Certification |
| 12:00 p.m. – 1:00 p.m. | Lunch (on your own)                        |
| 1:00 p.m. – 2:30 p.m. | Review Team Debrief                       |
| 2:30 p.m. – 3:15 p.m. | Review of 2013 Certification Review  
  Findings  
• Close out meeting & preliminary findings |
| 3:30 p.m. – 5:00 p.m. | Public Hearing  
• Policy Board Meeting and FHWA  
  Presentation |
APPENDIX D – PUBLIC COMMENT

No comments were received from the public during the meeting, online form or by any other means.

Public Involvement Session Notice

An opportunity for you to talk directly with Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) in open public meeting session concerning your views on the transportation planning process in the Des Moines metropolitan area is scheduled for:

Time: 3:30 p.m. – 5:00 p.m.
Date: Thursday, April 20, 2017
Place: Des Moines Area MPO
420 Watson Powell, Jr., Way, Suite 200
Des Moines, Iowa 50309

This public meeting is part of a review that will assess compliance with Federal regulations pertaining to the transportation planning process conducted by the Des Moines Area Metropolitan Planning Organization (DMAMPO), the Iowa Department of Transportation, Des Moines Area Regional Transit Authority (DART), Heart of Iowa Regional Transit Agency (HIRTA) and local units of government in the Des Moines metropolitan area. A public hearing will begin at 3:30 p.m. with a formal presentation by FHWA/FTA staff during the regularly scheduled Policy Committee meeting beginning at 4:00 p.m.

If you are not able to attend either meeting, you may submit comments at:

Online: google.com/survey

Email: FHWA Iowa Division - Darla.Hegbloom@dot.gov
FTA Region 7 – Mark.Bechtel@dot.gov

Mail: Darla Hegbloom, Community Planner
FHWA IA Division
105 6th Street
Ames, IA 50010

Mark Bechtel, Planning Team Leader
FTA Region 7
901 Locust Street
Kansas City, MO 64106

Individuals with disabilities requiring auxiliary aids for services should contact the Des Moines MPO by writing or calling:

Tracey Deckard
Des Moines Metropolitan Planning Organization (DMAMPO)
420 Watson Powell, Jr., Way, Suite 200
Des Moines, Iowa 50309
Tel: (515) 354 - 0075
DMAMPO Certification Review Comments
Public Comment Opportunity for Des Moines Transportation Planning Area

This comment form is being provided as an opportunity for the public to comment on the transportation planning process in the Des Moines Metropolitan Area as part of the quadrennial federal certification review process. Comments will be accepted until June 20, 2017.

1. Please enter your name (optional)  

2. Please enter your address (optional)  

3. Please enter your Agency or Group (optional)  

4. Please provide any comments about the transportation planning process in the Des Moines Transportation Management Area:  

   Done
# APPENDIX E - LIST OF ACRONYMS

- **ADA**: Americans with Disabilities Act
- **AMPO**: Association of Metropolitan Planning Organizations
- **CFR**: Code of Federal Regulations
- **CMP**: Congestion Management Process
- **DOT**: Department of Transportation
- **EJ**: Environmental Justice
- **FAST**: Fixing America’s Surface Transportation Act
- **FHWA**: Federal Highway Administration
- **FTA**: Federal Transit Administration
- **FY**: Fiscal Year
- **HSIP**: Highway Safety Improvement Program
- **ITS**: Intelligent Transportation Systems
- **LEP**: Limited-English-Proficiency
- **M&O**: Management and Operations
- **MAP-21**: Moving Ahead for Progress in the 21st Century
- **MPA**: Metropolitan Planning Area
- **MPO**: Metropolitan Planning Organization
- **MTP**: Metropolitan Transportation Plan
- **SHSP**: Strategic Highway Safety Plan
- **STIP**: State Transportation Improvement Program
- **TDM**: Travel Demand Management
- **TIP**: Transportation Improvement Program
- **TMA**: Transportation Management Area
- **U.S.C.**: United States Code
- **UPWP**: Unified Planning Work Program
- **USDOT**: United States Department of Transportation
APPENDIX F – FEDERAL PRESENTATION

TMA Certification Review
Public Meeting: April 20, 2017

Introduction of the Federal Team
- FTA Region 7
  - Kansas City, MO
- FHWA Iowa Division
  - Ames, IA

Why Are We Here?
- Every 4 years FTA and FHWA jointly review the metropolitan transportation planning process for those areas with over 200,000 population
- Part of this review includes seeking public input

Why Are You Here?
- To give your opinion of the metropolitan area's transportation planning process

What Will Happen To Your Comments Today?
- Comments received today and by mail (within the next 60 days) will be summarized in a report
- Comments are taken into consideration while evaluating the transportation planning completed for the area

What is the Outcome of this Review?
- Report is issued in approximately 60 days summarizing the discussions during the review
  Process is:
  - Certified
  - Certified subject to corrective actions
  - Certified for use of only certain construction funding categories
Metropolitan Transportation Planning Process

What is the Planning Process?
- A process by which transportation decisions are made and projects are planned, selected, and prioritized for implementation within the region.

Why is the Planning Process Important?
- Decides how a substantial share of federal funding is spent nationwide.
- Because of limited funding, the MPO must prioritize the regional needs and determine the best and most economical solution.
- The process lays the framework for the future transportation system.

Who is Involved?
- MPO (policy process)
- State Department(s) of Transportation
- Public Transportation Operators
- Local Jurisdictions (cities, counties)
- Local Citizens
- Interest Groups
- FTA & FHWA

How?
- 3-C Approach
  - Continuing
  - Comprehensive
  - Multimodal
- Public Input

Products of the Process
- Unified Planning Work Program (UPWP)
- Transportation Plan
- Congestion Management Process (CMP)
- Transportation Improvement Program (TIP)
- Public Participation Plan (PPP)

What is... Unified Planning Work Program?
- A mechanism document describing the planning activities to be completed and costs.
- MPO Budget
- "A Plan for Planning"
What is... The Transportation Plan?
- 20-Year multi-modal guide to regional needs and potential solutions
- Financially feasible
- Conforms to Clean Air Standards
- Contains: financial plans, local goals & objectives, public involvement

What is... A Congestion Management Process?
- Short term and long term strategies
- Short term—looks at current traffic and transit problems and tries to solve
- Long Term—tries to prevent problems from occurring

What is... A Transportation Improvement Program?
- 4-Year list of financially feasible projects
- A document prioritizing regional projects for funding and implementation
- If the region has air quality issues, this mix of projects must be within given emissions limits

Metropolitan Transportation Planning Process: How do the products fit together?

Public Comments
Here are some suggested items/thoughts for you to consider in making your comments:
- What is your opinion of the effectiveness of the Des Moines Area Metropolitan Planning Organization and its planning partners in conducting their planning products?
- How is DMAPO and its planning partners doing in regard to multimodal planning?
Public Comments Cont.

- What is your opinion of the effectiveness of the UAMPO in seeking public input into its transportation planning process?
- Do you have an adequate opportunity to participate in the planning process? Have you been involved in the transportation planning process?
- And finally, what are your views of the process?

April, Email, Call or Submit Comments Online Before June 20, 2017

Marie Boch, Planning Team Leader
FHA Region 7
901 Locust Street
Kansas City, MO 64106
816-329-3697
Marie.Boch@dot.gov

Darla Hughes
Community Planner
FHA IA Division
105 4th Street
Ames, IA 50010
515-233-7305
Darla.Hughes@dot.gov

Comments may be submitted online at:
https://www.surveymonkey.com/r/IV2F32
APPENDIX G – DMAMPO RESPONSE TO REVIEW TEAM

Please discuss your login access (e.g., password) for the appropriate database(s) used by your organization.

Please provide a summary of your project's current status (e.g., phase, completion percentage, any changes or updates).

Please provide any additional information you wish to share with the APMT.

Thank you for your time and consideration.

[Signature]
[Name]
[Position]
[Organization]

2. Transportation Projects – Historical and Planned

Please provide an overview of your organization's need for housing development assignments. Are there specific locations or developments under consideration?

Please provide any additional information you wish to share with the APMT.

Thank you for your time and consideration.

[Signature]
[Name]
[Position]
[Organization]

3. Project Selection

What are the NIMRT's project selection processes and accomplishments for the past year?

Please provide an overview of your organization's need for housing development assignments. Are there specific locations or developments under consideration?

Please provide any additional information you wish to share with the APMT.

Thank you for your time and consideration.

[Signature]
[Name]
[Position]
[Organization]

4. Transit Planning

Please provide an overview of your organization's need for housing development assignments. Are there specific locations or developments under consideration?

Please provide any additional information you wish to share with the APMT.

Thank you for your time and consideration.

[Signature]
[Name]
[Position]
[Organization]
5. Self-Certification

Southland and Cal Fire have reviewed this information and are satisfied that it is correct.

Please submit the following information with this application:

- Southland's self-certification
- Cal Fire's self-certification
- Any additional information that may be required by Cal Fire

Southland and Cal Fire have reviewed this information and are satisfied that it is correct.

6. TPMP, LERP, TIP, and Phased Implementation

These discussions address achievements, procedures, and adaptation strategies for the potential impacts of LERP and phased implementation.

Major Proponents in accordance with the requirements of the LERP and phased implementation.

- TPMP Regulatory
- LERP Regulatory
- TIP Regulatory

These discussions address the regulatory and procedural requirements for the implementation of LERP and phased implementation.

Information provided in this document is subject to change, and the proponent reserves the right to modify the information as necessary.

NOAA provides information and guidance on the implementation of LERP and phased implementation.

The information provided in this document is subject to change, and the proponent reserves the right to modify the information as necessary.

8. TPMP, LERP, TIP, and Phased Implementation

These discussions address the regulatory and procedural requirements for the implementation of LERP and phased implementation.

Information provided in this document is subject to change, and the proponent reserves the right to modify the information as necessary.

The information provided in this document is subject to change, and the proponent reserves the right to modify the information as necessary.

It is anticipated that the LERP and phased implementation will be implemented in accordance with the procedures outlined in this document.

The information provided in this document is subject to change, and the proponent reserves the right to modify the information as necessary.

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Once the NMDI has established the project priorities, the DPR and the DPR members or their representatives shall:

1. Establish a mechanism for the collection of all necessary information related to the priority projects, including the potential sources of funding and the project management structure.

2. Review and approve the project proposals and allocate funds based on the priority and funding availability.

3. Monitor the implementation of the approved projects and ensure that the projects are completed within the stipulated timeframe and within the allocated budget.

4. Establish a feedback and reporting mechanism to assess the performance of the project and make necessary adjustments to the project priorities.

5. Establish a communication and coordination mechanism to ensure that all stakeholders are aware of the project priorities and progress.

6. Establish a mechanism for the evaluation of the project outcomes and feedback from the beneficiaries.

d) DPR Regulatory Rules:

- The DPR Regulatory Rules are designed to provide a framework for the effective implementation of the DPR’s mandate.
- These rules are designed to ensure that the DPR’s decisions are transparent, accountable, and consistent with the principles of good governance.
- The rules also aim to ensure that the DPR’s decisions are in line with the national development strategy and the priorities of the government.
- The rules include provisions for the establishment of regulatory bodies, the appointment of regulatory officials, and the enforcement of regulatory measures.
- The rules also include provisions for the establishment of regulatory mechanisms to monitor and enforce compliance with the regulatory framework.

Applying the procedural and operational principles contained in the DPR Regulatory Rules, the NMDI and the DPR shall ensure that the project priorities are effectively implemented and the objectives of the priority projects are achieved. The NMDI and the DPR shall also ensure that the project priorities are reviewed and revised as necessary to ensure that they are aligned with the national development strategy and the priorities of the government.
6. Review of 2013 Certification Review Findings

Please download this to access the 2013 OMOPO Certification Review Findings.

Certificate Action:

1. Corrective Management Actions: The OMOPO staff has not yet completed the initial stage of the corrective management actions. These actions must be undertaken promptly, with a deadline of August 30, 2013.

2. Management Plan for Management Plan: The OMOPO staff has been instructed to develop a comprehensive plan for corrective management actions, with a deadline of August 30, 2013.

3. Performance Monitoring: The OMOPO staff has been instructed to develop a comprehensive performance monitoring plan, with a deadline of August 30, 2013.

4. Resource Management: The OMOPO staff has been instructed to develop a comprehensive resource management plan, with a deadline of August 30, 2013.

5. Training and Education: The OMOPO staff has been instructed to develop a comprehensive training and education plan, with a deadline of August 30, 2013.

6. Risk Management: The OMOPO staff has been instructed to develop a comprehensive risk management plan, with a deadline of August 30, 2013.

7. Facility Management: The OMOPO staff has been instructed to develop a comprehensive facility management plan, with a deadline of August 30, 2013.

8. Communication Management: The OMOPO staff has been instructed to develop a comprehensive communication management plan, with a deadline of August 30, 2013.

9. Financial Management: The OMOPO staff has been instructed to develop a comprehensive financial management plan, with a deadline of August 30, 2013.

10. Project Management: The OMOPO staff has been instructed to develop a comprehensive project management plan, with a deadline of August 30, 2013.

11. Safety Management: The OMOPO staff has been instructed to develop a comprehensive safety management plan, with a deadline of August 30, 2013.

12. Environmental Management: The OMOPO staff has been instructed to develop a comprehensive environmental management plan, with a deadline of August 30, 2013.

13. Quality Management: The OMOPO staff has been instructed to develop a comprehensive quality management plan, with a deadline of August 30, 2013.

14. Human Resources Management: The OMOPO staff has been instructed to develop a comprehensive human resources management plan, with a deadline of August 30, 2013.

15. Information Technology: The OMOPO staff has been instructed to develop a comprehensive information technology plan, with a deadline of August 30, 2013.

16. Business Continuity: The OMOPO staff has been instructed to develop a comprehensive business continuity plan, with a deadline of August 30, 2013.

17. Security Management: The OMOPO staff has been instructed to develop a comprehensive security management plan, with a deadline of August 30, 2013.

18. Change Management: The OMOPO staff has been instructed to develop a comprehensive change management plan, with a deadline of August 30, 2013.

19. Compliance Management: The OMOPO staff has been instructed to develop a comprehensive compliance management plan, with a deadline of August 30, 2013.

20. Procurement Management: The OMOPO staff has been instructed to develop a comprehensive procurement management plan, with a deadline of August 30, 2013.
2017 Des Moines Area MPO
TMA Certification Review Topics

1. MPO Organization and Interagency Coordination

Please describe the following elements in regard to the MPO organization:

- The MPO structure
- The interagency coordination
- The role of the MPO board

Additionally, provide an overview of the MPO’s reliance on data-driven decision-making in the context of transportation planning.

2. Energy Efficiency

Discuss the transportation-related energy efficiency initiatives undertaken by the MPO. Include any data or statistics that support the effectiveness of these initiatives.

3. Public Outreach

Explain the methods used by the MPO to engage the public in its transportation planning activities. Discuss any successes or challenges encountered.

4. Sustainable Transportation

Describe the MPO’s efforts to promote sustainable transportation options such as cycling and public transit. Include any data or statistics that demonstrate the impact of these efforts.

5. Public Participation

Discuss the MPO’s strategies for ensuring public participation in transportation planning. Include any feedback mechanisms or public input opportunities.

The MPO’s commitment to transparency and community involvement is crucial in its role as a transportation planning entity. Through effective coordination, public outreach, and sustainable transportation initiatives, the MPO aims to create a livable, sustainable, and inclusive transportation system for the Des Moines Area.
APPENDIX H – DMAMPO PRESENTATION

7/6/2017

DES MOINES AREA MPO

Legal Authority:
- Enacted as the DMPO in 1973
- Reorganized in 1997
- AMT agreement last updated in 2011

Planning Area

Structure

MPO Leadership:
- Board/Executive Committee elected annually
- Four Planning Areas:
  - Des Moines
  - Northwest
  - Northeast
  - Southeast

DMAMPO History:
- 1905 Central Ia Regional Planning Commission
- 1985 Central Ia Regional Association of Local Governments
- 1993 Des Moines Area MPO

MPO Leadership:
- Technical Committee
  - I-35 Corridor
  - I-25 Corridor
  - I-80 Corridor
  - I-70 Corridor
- Many agencies on team participation