

Mobilizing Tomorrow: Summary

Chapter 1: Introduction

This chapter includes an overview of the MPO, a history of transportation planning in the Des Moines region, a review of related planning efforts, an overview of performance-based planning, and a summary of the plans structure.

Substantial Changes:

- Added Transportation Asset Management Plan, Strategic Highway Safety Plan, Iowa State Freight Plan, Transit Asset Management Plan, and Transit Safety Plan to the related planning efforts section; and,
- Included discussion regarding performance-based planning

Chapter 2: Goals, Measures, and Targets

This chapter outlines the goals, measures, and targets that the MPO will use to evaluate the implementation of Mobilizing Tomorrow. The plan includes four goal areas and number of measures and targets under each goal that the MPO will use to understand how the plan is performing. The plan included both short-term (5-year) and long term (30-year) targets. The MPO will track performance and provide updates on a quarterly basis.

Substantial Changes:

- Vision and Mission updated to reflect the MPO's strategic plan;
- Updated planning factors to include the additions to the US Code of Federal Regulations that the MPO is required to consider in planning process;
- Updated performance measures based on the new federal requirements;
- Added a 5-year target;
- Added spotlight issue for each of the four goal areas based on feedback from the focus groups; and,
- Added a section to the performance measures related to access to necessities.

Chapter 3: Investment Strategies

This chapter identifies the investment categories, planning time periods, funding reasonably anticipated through Horizon Year 2050 of Mobilizing Tomorrow, and capacity projects broken out by time period. The investment strategy focuses 70 percent of projected federal funding on non-capacity projects including bridge reconstruction, major roadway reconstruction, intelligent transportation systems, transit, and bicycle and pedestrian investments. This chapter also outlines regional freight rail, aviation, and public transportation investments.

Substantial Changes:

- Updates forecasts for local, state, and federal funds anticipated in the MPO planning area;
- Changed "maintenance" category to "major reconstruction and replacement";
- Renamed "roadway category" to "system capacity category";
- Made "system optimization" a standalone category;
- Updated target percentages placing more emphasis on bridge replacement (20%), major reconstruction (25%), and system optimization (15%);
- System Capacity category was reduced from 60% to 30%;
- Projects listed in plan are just the regionally significant capacity projects (last plan included all projects);

- Added section on water trails to the other transportation investments section; and,
- Simplified the information in this chapter to improve readability, while moving detailed information to Appendix D.

Chapter 4: Policies and Best Practices

This chapter identifies policies and best practices that the region and communities can adopt to improve the transportation system. While the MPO recognizes these policies and practices may work differently in different communities, MPO members are encouraged to consider them and adopt them in full or part, which may streamline and thus decrease the cost of development, expand transportation choices, and mitigate environmental issues.

Substantial Changes:

- Reorganized layout of chapter;
- Added discussion on floodplain management and green infrastructure best practices;
- Updated electric vehicle section;
- Added section regarding smart city solutions;
- Added section on micro-mobility; and,
- Added section on the Iowa DOT's ICM study.

Appendix A: Technical Resources

This appendix includes more specific information about many of the policies discussed in Chapter 4. While Chapter 4 was written for policy makers and members of the public, Chapter 5 is written for planners, engineers, and other design professionals. Note that the information included in this section is for information purposes only. The MPO or its member governments would need to adopt the policies, guidelines, or standards included in this section for them to become mandatory.

Substantial Changes:

- Reorganized layout of chapter; and,
- Updated section on electric vehicle infrastructure.

Appendix B: State of the Transportation System

This appendix documents existing conditions of the transportation network, with a profile of each major mode – roadway, bicycle, transit, aviation, and rail. The existing condition of the transportation system was used to help develop the goals, measures, and targets this plan will use to guide the region toward the desired future condition.

Substantial Changes:

- Updated current condition data; and,
- Added section on intercity bus to address federal requirement.

Appendix C: Growth Scenario and Demographics

This appendix summarizes current socioeconomic conditions in the Greater Des Moines area and provides a forecast of future socioeconomic conditions, also known as a growth scenario.

Substantial Changes:

- Updated growth scenario methodology and socioeconomic forecasts.

Appendix D: Fiscal Analysis Methodology

This appendix provides supplemental information about the MPO's methodology and assumptions used to estimate project costs and to develop funding revenue projections.

Substantial Changes:

- Updated available funding projections.

Appendix E: Performance Measures and System Performance Report

This appendix provides supplemental information about the MPO's methodology and assumptions used to establish performance measures. This section also includes a system performance report which outlines how the MPO is meeting their selected performance measures.

Substantial Changes:

- This appendix was added to the plan to address new federal requirements;
- Outlines performance measures and how they were developed; and,
- Provides a system performance report based on past plan.

Appendix F: Project Selection Criteria

This appendix summarizes the process used to solicit, evaluate, and select capital projects for inclusion in Mobilizing Tomorrow.

Substantial Changes:

- Updated section to include the updated annual scoring criteria for STBG project applications.

Appendix G: Environmental Analysis

This appendix provides an overview of the environmental review conducted for projects in the plan. The assessment takes into consideration the social, the natural, and the human environments, assists in streamlining the federal project review process, and identifies potential environmental mitigation strategies. The purpose of this environmental review is to conduct an early, cursory analysis of the Mobilizing Tomorrow's planned transportation capital improvements and how they impact the natural, human, and social environment.

Substantial Changes:

- Added discussion addressing climate change mitigation and adaptation.

Appendix H: Public Engagement Process

This appendix summarizes efforts undertaken by the MPO to gather public comment on Mobilizing Tomorrow as well as the feedback that was received. The MPO solicited comments at three intervals of the planning process. Public comment collected during development of the National Household Travel Survey was also considered.

Substantial Changes:

- Updated this appendix to reflect the public engagement that was completed for the plan update; and,
- Included table with all comments received on the plan update.

Appendix I: Congestion Management Process

The Congestion Management Process (CMP) is federally required and provides the MPO and its members with a process that provides for the effective integrated management and operation of the multimodal transportation system. This strategy is based on a cooperatively developed and implemented metropolitan-wide strategy for new and existing transportation facilities. Currently, congestion is not a major issue for the MPO. The objective of this document is to stay ahead of any potential problems with the network so that the system continues to operate effectively.

Substantial Changes:

- Updated the CMP based on new data and included it as part of LRTP (used to be stand-alone document); and,
- Incorporated work from the ICM study from the Iowa DOT.

Appendix J: Travel Demand Model Validation and Analysis

Travel demand models (TDM) simulate current travel conditions and forecast future travel patterns and conditions based on planned system improvements and socio-economic changes. The MPO utilizes a TDM in assessing the performance of transportation system improvements and identifying impacts within the Metropolitan Planning Area (MPA) such as traffic volumes, traffic delay, transit ridership, and emissions. This appendix documents the MPO's Travel Demand Model.

Substantial Changes:

- Update the appendix to reflect the updated model work;
- Included updated data from the National Household Travel Survey Add-on; and,
- Model now includes a transit/mode choice component.

Appendix K: Transportation Improvement Program Projects

This appendix outlines all the federally funded projects that are included in FFY 2020-2024 Transportation Improvement Program (TIP) that was approved by the Iowa Department of Transportation in June 2019.

Substantial Changes:

- Added this appendix to include all the project in the current TIP and recommended by the DOT.

Appendix L: Amendments and Revisions

This appendix outlines the process and procedures for amending and revision the plan. It also provides an overview of amendments and revisions made to the plan since its formal adoption.

Substantial Changes:

- None

Appendix M: Acronyms

This appendix provides a listing of acronyms that are used throughout the plan.

Substantial Changes:

- None