

DRAFT

FEDERAL FISCAL YEAR 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

A regional program of surface transportation improvement projects to enhance the movement of goods and people along the greater Des Moines metropolitan area's transportation system.

July 2020

CHAPTER ONE

Introduction

The FFY 2021-2024 TIP contains eight chapters covering the Des Moines Area MPO's guidelines for choosing and funding projects, status reports of the previous FFY projects, a listing of projects in the Federal highway and Federal transit element, a list of projects utilizing Iowa SWAP funding, a financial plan for all Federal-aid projects, required resolutions and certifications, and a summary of public comments.

Chapter One: General Overview of the TIP

The Introduction explains Federal transportation planning guidelines and provides background information on the Des Moines Area MPO's responsibilities, representatives, and committees. The chapter also includes information about the Des Moines Area MPO's public participation process procedures and provides an overview of the TIP, including its purpose, requirements, and the methodology to adopt, implement, amend, or modify the plan.

Chapter Two: Project Selection Procedures

This chapter provides background into the Des Moines Area MPO's project selection procedure, including eligibility requirements, basis of funding projects, and project scoring process.

Chapter Three: Funding Programs

This chapter provides a summary of the various funding programs available for project within the Des Moines Area MPO planning area including Federal, State, and local funding sources. The chapter also discusses the intent of each of these programs.

Chapter Four: Federal Fiscal Year 2020 Status Reports

The Federal Fiscal Year 2020 Status Reports chapter is a status listing of all Federal-aid projects programmed to utilize Federal funding in FFY 2020.

Chapter Five: Federal Highway Administration Projects

The Federal Highway Administration Projects chapter provides a listing of all Federal-aid and State SWAP projects programmed to utilize FHWA and Iowa DOT funds during the next four FFYs (FFY 2021-2024).

Chapter Six: Federal Transit Administration Projects

The Federal Transit Administration Projects chapter provides a listing of all Federal-aid projects programmed to utilize FTA funds during the next four FFYs (FFY 2021-2024).

Chapter Seven: Financial Plan

The Financial Plan chapter summarizes the financial availability of the Des Moines Area MPO to implement surface transportation improvements. The chapter includes the fiscal constraint of the STBG and TAP funds, listing the forecasted operations and maintenance expenditures, and forecasted non Federal-aid revenues. The chapter also includes a section discussing the transit funding Federal-aid by year.

Chapter Eight: Public Comment

The public comment chapter includes a summary on the disposition of comments made as part of the public review of the TIP on June 24, 2020, and any subsequent written comments submitted to the Des Moines Area MPO on or before July 15, 2020.

Appendices

Resolutions and Certifications

The resolutions and certifications chapter includes the TIP's resolution of adoption by the Des Moines Area MPO, a self-certification of the metropolitan planning process, and a certification of the financial capacity analysis.

General Overview of the TIP

The transportation system in a metropolitan planning area is vital for the movement of people and goods to, through, from, and within the area. A transportation system takes on two primary roles: the movement of people and the movement of goods. The transportation improvement program (TIP) is a metropolitan area's regionally agreed upon list of surface transportation improvements that received Federal funding to move goods and people in a metropolitan area's transportation system.

The TIP and Federal Guidance

Congress passed the *Federal-Aid Highway Act of 1962*, requiring regional agencies to conduct a "continuing, comprehensive, and coordinated" (3-C) transportation planning process. Congress took additional steps in drafting the *Federal-Aid Highway Act of 1973* by establishing Metropolitan Planning Organizations (MPO) in urbanized areas over 50,000 persons in population, and by dedicating to MPOs a small portion of each state's funding from the Highway Trust Fund. The *Intermodal Surface Transportation Efficiency Act of 1991* (ISTEA) empowered and provided for flexibility in the use of funding, improved state-regional cooperation, and enhanced public participation. The *Transportation Equity Act for the 21st Century* (TEA-21) legislation of 1998 expanded the role and responsibilities of metropolitan areas exceeding 200,000 persons in population with the designation of Transportation Management Areas (TMA). In 2005, Congress passed the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU).

SAFETEA-LU guaranteed funding for highways, highway safety, and public transportation through Federal Fiscal Year (FFY) 2009 (September 30, 2009). Since then, the United States Senate has passed continuing resolutions to extend SAFETEA-LU and to provide appropriations for transit programs through 2012 at funding levels consistent with authorized 2009 levels. SAFETEA-LU addressed the many challenges facing transportation systems including improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment. SAFETEA-LU promoted more efficient and effective Federal surface transportation programs by focusing on transportation issues of national significance, while giving state and local transportation decision makers more flexibility to solve transportation problems in their communities.¹

¹ <http://www.fhwa.dot.gov/safetealu/summary.htm>

On July 6, 2012, *Moving Ahead for Progress in the 21st Century Act* (MAP-21) was signed into law replacing SAFETEA-LU. MAP-21 provides essential funds for transportation projects ranging from passenger rail, freight transportation, highway and bridge projects, and bicycle and pedestrian projects. MAP-21 took effect on October 1, 2012, and funds surface transportation projects through September 30, 2014. The bill provides \$105 billion in funding per year for Federal Fiscal Year's (FFY) 2013 and 2014. An extension was signed in 2014, which authorizes surface transportation funding through May 31, 2015. MAP-21 includes a number of major changes including the elimination of the Surface Transportation Program Transportation Enhancements Program, expansion of the Transportation Infrastructure Finance Innovation Act (TIFIA), and streamlining of the environmental review process. Federal transit program also change slightly with Job Access and Reverse Commute (JARC) and New Freedom funds being consolidated into the Urbanized Area Formula Grants.²

On December 4, 2015 the *Fixing America's Surface Transportation Act* (FAST) was signed into law replacing MAP-21. The FAST Act authorized \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. MAP-21 included provisions to make the Federal surface transportation more streamlined, performance-based, and multimodal, and to address challenges facing the U.S. transportation system. The FAST Act builds on the changes made by MAP-21. The FAST ACT establishes and funds new programs to support critical transportation projects to ease congestion and facilitate movement. It also builds on the reforms of MAP-21 by incorporating changes aimed at ensuring the timely delivery of transportation projects.

Federal Transportation Planning Process

Title 23 of the United States Code of Federal Regulations (CFR), Section 450, Subpart C, states that MPOs are to carry out a:

“...continuing, cooperative, and comprehensive multimodal transportation planning process, including the development of a metropolitan transportation plan and a transportation improvement program (TIP), that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to

² <http://www.nlc.org/Documents/Influence%20Federal%20Policy/Advocacy/Legislative/summary-map21-transportation-jul2012.pdf>

serve the mobility needs of people and freight (including accessible pedestrian walkways and bicycle transportation facilities) and foster economic growth and development, while minimizing transportation-related fuel consumption and air pollution.”

Section 450.306 identifies ten planning factors to identify the “scope of the metropolitan transportation planning process.” These include:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. 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 patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

Des Moines Area Metropolitan Planning Organization

The Des Moines Area Metropolitan Planning Organization (Des Moines Area MPO) serves as the formal transportation planning body for the greater Des Moines, Iowa, metropolitan area, carrying out the intent of Title 23 of the United States CFR, Section 450. In 1983, the Governor of Iowa designated the Des Moines Area MPO as the official MPO for the Des Moines Urbanized Area, as defined by the U.S. Bureau of the Census. In addition, the Des Moines Area MPO is designated as a Transportation Management Area, per Section 450.104, as it exceeds the population threshold of 200,000 persons. The Des Moines Area MPO works to carry out a 3-C multimodal transportation planning process for the greater Des Moines metropolitan area.

Responsibilities

The Des Moines Area MPO provides a regional forum to assure local, state, and Federal agencies and the public coordinate transportation planning issues, and to prepare transportation plans and programs. The Des Moines Area MPO develops both long and short-range multimodal transportation plans, selects and approves projects for Federal funding based on regional priorities, and develops methods to reduce traffic congestion.

The Des Moines Area MPO is responsible for these transportation planning activities within the geographic area identified as the Metropolitan Planning Area (MPA). The Des Moines Area MPO approved its current MPA on January 21, 2013. The MPA includes portions of Dallas, Madison, Polk, and Warren Counties, and encompasses the anticipated urbanized area for Horizon Year 2050.

Membership

Full voting membership to the Des Moines Area MPO is open to any county or city government located, wholly or partially, in the designated MPA containing a minimum population of 1,500 persons that adopts the Des Moines Area MPO's 28E Agreement (agreement entered into under Chapter 28E, Code of Iowa, establishing the Des Moines Area MPO and its responsibilities). Currently, the Des Moines Area MPO membership includes the following cities and counties:

Figure 1.1: Des Moines Area MPO Membership

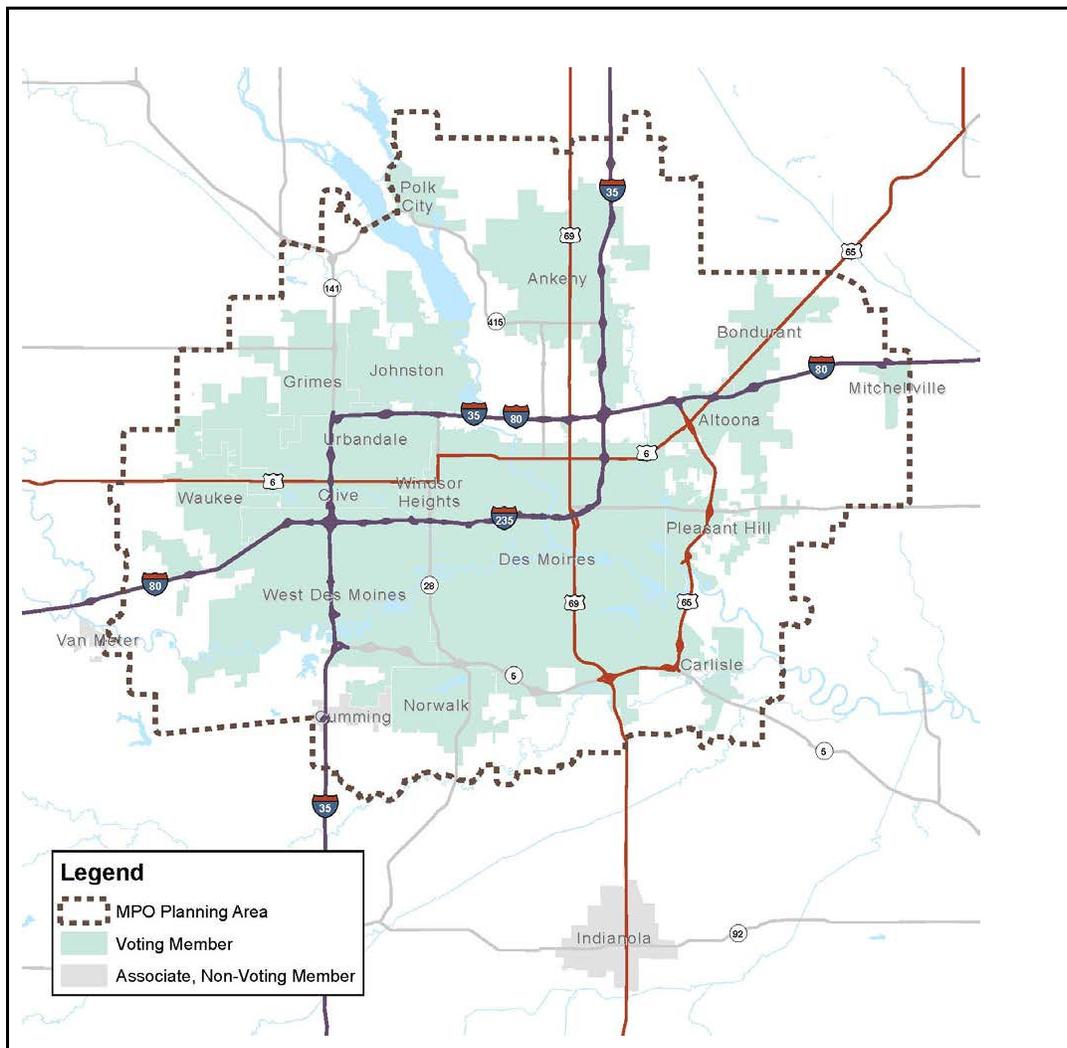
Cities		Counties
Altoona	Mitchellville	Dallas County
Ankeny	Norwalk	Polk County
Bondurant	Pleasant Hill	Warren County
Carlisle	Polk City	
Clive	Urbandale	
Des Moines	Waukee	
Grimes	West Des Moines	
Johnston	Windsor Heights	

In addition to the identified cities and counties, the Des Moines Area Rapid Transit (DART) agency is a full voting member of the Des Moines Area MPO. Two entities within the Des Moines Area MPO MPA, the City of Cumming and Madison County, fall below the minimum population threshold for full membership. The City of Cumming is an associate Des Moines Area MPO member. Associate membership allows a non-voting representative to participate actively in the transportation planning

process and is available to all governments within the Des Moines Area MPO MPA that do not meet the minimum population threshold for full membership. Outside the Des Moines Area MPO MPA, the City of Indianola is an associate, non-voting member.

The Iowa Department of Transportation (DOT), the Des Moines International Airport (DSM), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Heart of Iowa Regional Transportation Alliance (HIRTA) serve as advisory non-voting representatives to the Des Moines Area MPO.

Map of MPO Member Communities



Organization Structure

Three designated committees form the structure of the Des Moines Area MPO: the Transportation Technical Committee (TTC), the Executive Committee, and the Transportation Policy Committee (Policy Committee). The Des Moines Area MPO member governments' and agencies' respective boards and councils appoint their respective representatives to the TTC and to the Policy Committee.

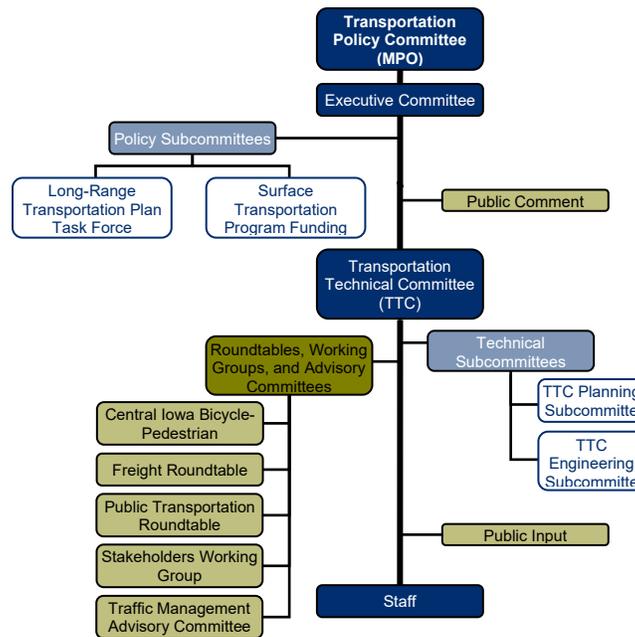
The Des Moines Area MPO TTC is comprised primarily of representatives of member governments' and agencies' technical staffs, including planners, engineers, and city administrators. The Policy Committee annually elects officers and at-large representatives to an Executive Committee from Policy Committee representatives. The Policy Committee is primarily comprised of elected officials including mayors, city council members, city managers, and county supervisors.

The Des Moines Area MPO staff supports the TTC, the Executive Committee, and the Policy Committee. The TTC offers technical guidance and recommendations to the Executive Committee. The Executive Committee then offers recommendations to the Policy Committee, based on the TTC's recommendations, before the Policy Committee takes formal actions on transportation topics. TTC representation differs from the Policy Committee in that HIRTA and the DSM Airport are voting advisory members on the TTC.

Additionally, the Des Moines Area MPO establishes and supports, as needed, other subcommittees, roundtables, working groups, and advisory committees regarding various transportation-related topics relevant to the Des Moines Area MPO's responsibilities. The Des Moines Area MPO requests stakeholder organizations and citizens to serve on these committees, as appropriate. As part of an adopted public participation process, the Des Moines Area MPO strongly encourages input and communication from citizens.

Figure 1.2 displays the Des Moines Area MPO committees' organization and their respective subcommittees. Figure 1.2 also identifies how the Des Moines Area MPO's roundtables, working groups, advisory committees, and the public offer input into the metropolitan transportation planning process.

Figure 1.2: Committee and Structural Organization Chart



Representation

Population determines representation on the TTC and the Policy Committee, with each member government receiving at least one representative. The Policy Committee allows additional representatives to larger member governments based on predetermined population thresholds identified in the Des Moines Area MPO's Bylaws. DART and advisory members Iowa DOT, DSM Airport, FHWA, FTA, and HIRTA each have one representative.

Transportation Improvement Program

The Des Moines Area MPO's *Federal Fiscal Years 2021-2024 Transportation Improvement Program* (FFY 2021-2024 TIP) serves as a list of Federal-aid eligible surface transportation improvements for the Des Moines Area MPO's MPA. The TIP covers a period of no less than four years and is updated annually for compatibility with the Statewide Transportation Improvement Program development and approval process. The TIP identifies all Federal funds and projects utilizing state SWAP funds programmed during the four-year period (FFY 2021-2024). Additionally, the TIP identifies all projects by Federal funding program, State funding program (SWAP), and by FFY.

TIP Requirements

Title 23 of the CFR, Section 450.324, indicates the TIP must cover a period of no less than four years, be updated at least every four years, and be approved by the Des Moines Area MPO and the Governor (or in the case of the State of Iowa, the TIP will be approved by the Iowa DOT). Additionally, Section 450.324 states the TIP shall include:

- Capital and non-capital surface transportation projects within the boundaries of the metropolitan planning area proposed for funding;
- Contain all regionally significant projects requiring an action by the FHWA or the FTA whether or not the projects are to be funded;
- All regionally significant projects proposed to be funded with Federal funds other than those administered by FHWA or the FTA, as well as all regionally significant projects to be funded with non-Federal funds;
- A financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs;
- A project, or a phase of a project, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project; and,
- Sufficient descriptive material, estimated total project cost, amount of Federal funds proposed to be obligated during each program year, and identification of the agencies responsible for each project or phase.

Plan Consistency

Each project or project phase included in the TIP must be consistent with other Des Moines Area MPO plans, including the *Horizon Year 2050 Metropolitan Transportation Plan Mobilizing Tomorrow* (HY 2050 MTP Mobilizing Tomorrow). In addition, the Des Moines Area MPO requires consistency among the TIP and member governments' and agencies' capital improvement plans. In particular, the Des Moines Area MPO requires consistency among proposed short- and long-range projects, strategies, plans, and programs.

TIP Adoption

Adoption of the Des Moines Area MPO's FFY 2021-2024 TIP is subject to the Des Moines Area MPO's review and approval. The review process consists of a public comment period that offers

opportunities for review and comment of the draft FFY 2021-2024 TIP. At the conclusion of the public review period, Des Moines Area MPO staff reviews and summarizes all submitted comments and presents the findings to the Des Moines Area MPO committees for consideration into the final FFY 2021-2024 TIP. The Des Moines Area MPO submits the final (approved) FFY 2021-2024 TIP, with a copy of the formal resolution, to the Iowa DOT. The Iowa DOT then reviews the plan to ensure compliance with Federal regulations.

Revising the TIP

Under Federal law, the Des Moines Area MPO may revise the TIP at any time under procedures agreed to by the cooperating parties consistent with the procedures established. Revisions are changes that occur between annual updates.

The Iowa DOT identifies two types of revisions to the TIP: major revisions (amendments) and minor revisions (administrative modifications). The Iowa DOT considers the following criteria when determining the type of TIP revision.

MPO Project Approval Process

It is important to note that changes to programming entries outside the annual TIP process are also subject to the MPO's project selection criteria. Specific examples where this is applicable include:

- All new projects added must be selected using the approved planning agency criteria
- Sponsors, at their own discretion, cannot move STBG/STBG-Swap and Iowa's TAP funding from one project to another
- If project funding is deobligated those funds must be programmed through the project selection process. They are not to be programmed at the discretion of the project sponsor to whose project was originally provided funding.

Amendments

An amendment is a major change to a project in the TIP, including the addition or deletion of a project, a major change in project cost or project phase initiation dates, or a major change in the design concept or scope (e.g., changing project termini or the number of through lanes). The Iowa DOT considers amendments to the FFY 2021-2024 TIP with proposed changes that meet any of the following criteria:

- *Project cost* – Projects in which the recalculated project costs increase Federal aid by more than 30 percent or increase total Federal aid by more than \$2,000,000 from the original amount;
- *Schedule changes* – Projects which are added or deleted from the TIP;
- *Funding sources* – Receiving additional Federal funding sources to a project; and,
- *Scope changes* – Changing the project termini, project alignment, the amount of through traffic lanes, the type of work from an overlay to reconstruction, or the change to include widening of the roadway.

If the Iowa DOT considers a change to the TIP to be an amendment, the Des Moines Area MPO must approve the requested change and must follow the public participation process identified in the Des Moines Area MPO's *Public Participation Plan* (PPP). The PPP states the Des Moines Area MPO would schedule a public meeting to receive public comments at the Policy Committee meeting prior to the Policy Committee taking action on the proposed amendment. If the Policy Committee approves the amendment, the Des Moines Area MPO would notify the Iowa DOT, the FHWA, and the FTA.

Administrative Modifications

An administrative modification is a minor change to a project in the TIP, including minor changes to project phase costs, funding sources or previously included projects, and project or project phase initiation dates. The Iowa DOT considers as administrative modification to the FFY 2021-2024 TIP proposed changes that meet any of the following criteria:

- *Project cost* – Projects in which the recalculated project costs do not increase Federal aid by more than 30 percent or do not increase total Federal aid by more than \$2,000,000 from the original amount;
- *Schedule changes* – Changes in schedules to projects which are included in the first four years of the TIP;
- *Funding sources* – Changes to funding from one source to another; and,
- *Scope changes* – All changes to the projects scope are amendments.

If the Iowa DOT considers a change to the TIP to be an administrative modification, the Des Moines Area MPO would conduct a thorough review of the proposed administrative modification and would process the revision administratively by notifying the Iowa DOT, FHWA, and FTA.

SWAP Project Revision Process

The Iowa DOT will make no distinction between amendments and administrative modifications for

projects using swapped Primary Road Funds. Swap projects are subject to the MPO's project revision processes and all applicable state public meeting requirements.

Redemonstration of Fiscal Constraint

The Iowa DOT is required to ensure that the STIP is fiscally constrained not only at the time of approval but also throughout the fiscal year. As part of the draft STIP process the DOT adjusts its federal aid participation to utilize all remaining federal funds after local project sponsors have programmed their federal aid projects. Based on this approach, at the time of approval by FHWA and FTA, no additional federal aid funds are available to be added to the STIP and maintain fiscal constraint of the document.

In order to maintain fiscal constraint of the STIP document any revision to the STIP that adds a new federal aid project or increases a project's STIP limit will require that a corresponding change be made to another programming entry to ensure that the STIP remains fiscally constrained. The federal aid funds moved to make way for the additional programmed federal aid need to be of the same federal aid program type. This requirement pertains to both administrative modifications and amendments to the STIP and therefore also applies when moving projects up from the out years of the STIP. To facilitate the STIP approval process a programming note should be added to both TPMS entries noting the TPMS number of the other project.

The requirement to ensure fiscal constraint does not apply to accomplishment year projects that have been already programmed at their full federal aid participation rate (typically 80 percent) and whose programming entry is being adjusted based on an updated cost estimate.

CHAPTER TWO

Project Selection Procedures

The Des Moines Area MPO is responsible for selecting projects that use Surface Transportation Block Program (STBG) and Transportation Alternative Program (TAP) funding. When considering project requests for STBG or TAP funds, the MPO requires that projects be consistent with the goals of the MPO's *Mobilizing Tomorrow* plan. The project must be listed in the plan unless it is a project that primarily maintains and optimizes the transportation system, addresses deficient or obsolete bridges, or focuses on multi-modal transportation. Additionally, the MPO places primary emphasis upon metropolitan-wide transportation system improvement needs as identified in the Des Moines Area MPO's Long-Range Transportation Plan, how those needs impact the movement of people and goods throughout this metropolitan area, and how the requested project will have potential benefits and potential impacts on all communities in the Des Moines metropolitan area. .

All projects applying for Des Moines Area MPO STBG or TAP funding must be sponsored by one or more of the nineteen Des Moines Area MPO member governments, the Iowa DOT, or DART. Other entities in the Des Moines Area MPO MPA are eligible only with co-sponsorship by one of the organizations listed above. Additionally, all road project applying for Des Moines Area MPO STBG funding must be located on a federal-aid eligible route, bridges must be on the Structurally Deficient/Functionally Obsolete (SD/FO) list, and transit accommodations must be compliant with the DART 2035 plan. When applying for STBG or TAP funds, a sponsor must submit a resolution from that sponsor's council, board of supervisors, or similar governing body, guaranteeing the local funds for the STBG and TAP match and authorizing the project.

Surface Transportation Program Project Selection

Funding of projects with STBG or TAP funds for inclusion in the Des Moines Area MPO's TIP shall be based on the following:

1. The Iowa DOT annually allocates STBG and TAP funds to the Des Moines Area MPO;
2. The Des Moines Area MPO shall identify and shall consider all proposed project funding sources available when considering project funding requests for Des Moines Area MPO STBG or TAP funds for a project's implementation;

3. Jurisdictions undertaking STBG and TAP projects must bear the initial expenditures of the project, and receive reimbursement for eligible expenditures, as defined by the Iowa DOT. The agreement with the Iowa DOT provides for reimbursement of up to 80 percent of the project cost, or a set amount, whichever is less. Design and engineering costs are generally incurred in the early stages of a project;
4. For roadway and TAP projects, the amount of funds expended for work other than direct construction or right-of-way acquisition costs must be covered by the amount of the contribution of local funds. Federal regulations generally require a minimum local match of 20 percent of the total project cost;
5. Each application for STBG and TAP funding must include a detailed breakdown of projected costs, including a summary of projected costs for work other than construction or right-of-way;
6. Funding within the various STBG project categories shall be based on the following percentages of the Des Moines Area MPO's annual STBG funds amount, which serve as recommended minimums, as follows;

Figure 2.1: STBG Project Categories

STBG Funds:	Percentage
System Capacity	30% maximum
Bridge	20% minimum
Reconstruction/Replacement	25% minimum
System Optimization	15% minimum
Transit	10% minimum

7. STBG and TAP funds shall be allocated to an individual project for a specific FFY in the TIP. For projects extending over multiple years for implementation, funds may be allocated to each of the necessary FFYs within the TIP to complete the requested project. However, projects are programmed into one FY, so while a project may have been allocated funding over multiple FFYs, the project will be programmed into a FY;
8. If the total amount of STBG or TAP funds received by the Des Moines Area MPO for any given FFY is less than the total amount of STBG or TAP funds allocated by the Des Moines Area MPO for that FFY, then the Des Moines Area MPO shall re-evaluate all of the projects funded for that FFY and reallocate STBG and TAP funds to those projects based upon the total amount of STBG and TAP funds actually available for that FFY, giving consideration to the higher ranking projects; and,

9. The Des Moines Area MPO shall fund a project not to exceed the STBG or TAP grant amount awarded, or the percentage of the awarded project cost, whichever is less, except for Contingency Fund procedures. Any STBG or TAP funds returned to the Des Moines Area MPO for this reason shall be included in the Des Moines Area MPO's next FFY STBG or TAP funding allocation.

Project Scoring Process

A new priority ranking shall be established prior to the annual development of the Des Moines Area MPO's TIP, to re-rank projects previously submitted, but not approved, for STBG or TAP funding, as well as to rank any projects requesting STBG or TAP funding consideration for the first time.

Prior to review of new projects to be considered for STBG or TAP funding, the Des Moines Area MPO shall determine the status of all prior commitments. All projects previously approved and for which some part of STBG or TAP funds have been obligated shall receive priority consideration for future funding, except if reasonable progress towards completion is not maintained, as determined by the Des Moines Area MPO. However, the Des Moines Area MPO may reduce or eliminate multi-year funding commitments in response to revenue shortfalls, reductions in its STBG or TAP allocation, or new priorities.

The Des Moines Area MPO staff shall submit to the STBG Funding Subcommittee a technical ranking of individual project requests for Des Moines Area MPO STBG funding assistance. Des Moines Area MPO staff's recommendations for individual projects shall be used by the MPO in the MPO's decision-making process for assigning STBG funds to requesting transportation improvement projects. Des Moines Area MPO staff's recommendations shall be based on the project's ability to support achievement of the MPO's performance measure targets.

Once the MPO has selected projects, the Des Moines Area MPO staff shall forward a letter to the recipients outlining the stipulations associated with acceptance of the Des Moines Area MPO's funds, including the need for the recipient to provide periodic updates on the project to the MPO.

When a jurisdiction changes the scope of a project after funds are awarded by the Des Moines Area MPO, the project must be reviewed again by the TTC and the STBG Funding Subcommittee to determine whether the change in project scope would have materially changed the original

prioritization ranking. Based on that determination, the STBG Funding Subcommittee will make a recommendation to the MPO Executive Committee, up to and including the withdrawal of Policy Committee approval for STBG funding for the project. This is the same process that may occur when a project does not make appropriate, scheduled progress, leading to recapture and reallocation of future funds previously designated for the project. The Des Moines Area MPO Executive Committee will, after due consideration, make a recommendation to the Des Moines Area MPO for a final decision. Immaterial changes that would not affect the original scoring of a project previously ranked and approved for Des Moines Area MPO funding may be permitted in the sound discretion of the Des Moines Area MPO Executive Director.

The scoring criterion for STBG and TAP projects is located in Appendix B.

STBG-SWAP Project Selection

STBG-Swap funding has expended eligibilities over STBG funding and can be awarded on roads with a federal functional classification of Minor Collector or higher in rural areas, all Farm-to-Market routes, and Collector or higher in urban areas.

To facilitate the swapping of STBG between the MPO and Iowa DOT, specific efforts must be made to meet the federal requirements laid out in USC 23, Section 134 (k) (4). The MPO notes that targeted STBG funding will be utilized for projects located on the National Highway System (NHS) except for funding awarded to projects not eligible for swapped state funds. State funding in an equal amount will be provided to the MPO for use on MPO selected projects off the NHS system. To facilitate the swapping of targeted MPO STBG funding DOT and MPO staff will meet on an annual basis to identify swap funding levels and DOT sponsored NHS system construction projects on which to utilize the TMA STBG funding.

Highway Bridge Program Project Selection

The primary factor in Highway Bridge Program project selection is condition. Counties annually review the results from the bridge inspections and make funding decisions based on these reports. Other factors that are considered include traffic counts, freight movement, and detour lengths. For example, a bridge posted for weight limits that is on an important freight and farm goods route might be replaced before other bridge that are in worse condition but don't have a significant impact on traffic movements.

Funding for Multi-Year Projects

STBG funds shall be allocated to an individual project for a specific fiscal year in the TIP. For projects extending over multiple years for implementation, funds may be allocated to each of the necessary fiscal years within the TIP to complete the requested projects. However, projects are programmed into one FY, so while a project may have been allocated funding over multiple FFYs, the project will be programmed into a FY.

Additional Funding Availability

In the event that STBG or TAP funds that were previously awarded to transportation projects become available through the reduction of the reserve amount, or become available by an increase in a particular FFY's obligation limit, the following steps will be followed, in order, until the situation is sufficiently resolved. All project information will be updated and considered based on the scores but no re-scoring of projects will take place. Projects currently in implementation will not be considered. Projects will be reviewed on a case-by-case basis and funded based upon need or by a proportion of the funds available.

For STBG Funds:

1. Additional funds will be offered to projects which were awarded funds yet were not fully funded.
2. Additional Award funds will be offered to projects which applied for funds but were not awarded funding.
3. Projects which have already been awarded funds, and which are programmed after the current program year in the TIP, will be considered for funding in the current program year if, upon review, the projects are ready to proceed with implementation.

Termination of Funding: Considerations

If a jurisdiction/agency's STBG funded project does not make satisfactory progress, does not follow the original scope of the project, or does not obligate the STBG funds provided within the year those funds were authorized by the MPO and noted for that project as previously documented, then the MPO may cancel the remaining STBG funding for that project and return those STBG funds for inclusion in the next fiscal year's STBG funding allocation for projects. Such action to cancel project

funding shall be based on the following criteria:

1. The MPO strongly believes it necessary to maintain rapid turnover of funds and implementation of specific projects so as not to jeopardize the loss of any funding.
2. The MPO strongly encourages jurisdictions/agencies to have at least preliminary project plans completed prior to submitting a project for the MPO's consideration for funding.
3. The MPO strongly believes that such a stipulation shall cause jurisdictions/agencies to provide better and more accurate project cost estimates and detailed traffic and engineering data, enabling both the TTC and the MPO to evaluate a project's feasibility in a more detailed manner.

Interpretation

When, and as necessary, the STBG Funding Subcommittee will exercise responsibility for interpreting the applicable *Guidelines*, subject to review and approval, disapproval, or modification by the Executive Committee, subject to review and approval, disapproval, or modification by the Policy Committee.

Performance Based Planning

With the passing of the Moving Ahead for Progress in the 21st Century (MAP-21) transportation bill, and continuing in the FAST-Act, states and MPOs are required to use performance based transportation planning practices. MPO TIPs are required to document compliance with each of the following performance based planning categories.

Safety Performance Targets

In April 2016, the Federal Highway Administration (FHWA) released the final rulemaking for safety performance measures for the Highway Safety Improvement Program (HSIP). Included in the rulemaking are definitions of key terms, the applicability of the rule, and guidance on how to establish performance targets, determine if progress is achieved, and reporting targets for the HSIP.

The safety measures required to be reported annually include:

1. Number of Fatalities
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 million VMT
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries

Performance targets were established by states beginning in August 2017. The MPO has 180 days after the state sets its targets to either:

- 1) Agree to support the State DOT target.
- 2) Establish target for each of the five performance measures specific to the MPO planning area.

MPO target achievement will be monitored through the continued planning efforts of the MPO; including, long-range planning, project evaluation, and performance monitoring reports

MPO Safety Goals in Mobilizing Tomorrow

In 2014 the Des Moines Area Metropolitan Planning Organization (MPO) approved Mobilizing Tomorrow as the long-range, regional transportation plan for the year 2050. Mobilizing Tomorrow outlines four high-level goals to direct Greater Des Moines toward a more vibrant transportation system. Each of these goals identified several performance measures to help track the plan's progress. Goal 4 in Mobilizing Tomorrow seeks to "further the health, safety, and well-being of all residents in the region" and includes four of the five measures required by federal rulemaking.

In addition to setting baseline values for tracking the performance in the long-range plan, a target was set for the year 2050 to be used to evaluate the on-going performance of the transportation system. In Mobilizing Tomorrow each of the four measures have a 2050 target of decreasing from the baseline.

In August 2017, the Iowa DOT established statewide performance targets for the 2014-2018 time-period. Per 23 § 490.209, the Des Moines Area MPO must establish safety targets within 180 days of the statewide targets being established, by February 27, 2018. The Des Moines Area MPO maintains two options for setting regional performance targets:

1. Support the State’s targets by agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT safety target for that performance measure
2. Set a quantifiable target for that performance measure for the MPO

The Des Moines Area MPO presented and discussed the statewide targets with the MPO Technical, Executive, and Policy Committees in September 2017 to gather feedback on making the decision to support the State’s targets or set targets for the Des Moines Area MPO planning area.

Based on discussion with the MPO Committees and the safety performance targets established for 2050 in Mobilizing Tomorrow, the MPO determined setting safety targets for the Des Moines Area MPO planning area was the appropriate action for the 2014-2018 time-period.

After reviewing historic crash data to analyze the number of fatalities and serious injuries in the Des Moines Area MPO planning area, the final targets were established for the 2014-2018 time-period. The targets have been updated for 2015-2019.

TABLE 2.2 2016-2020 Safety Performance Targets

Performance Measures	Five Year Rolling Averages	
	2014-2018 Baseline	2016-2020 Target
Number of Fatalities	26.8	30.0
Fatality Rate*	0.562	0.605
Number of Serious Injuries	178.6	173.9
Serious Injury Rate*	3.756	3.512
Non-Motorized Fatalities and Serious Injuries	26.2	24.1

*Rates are per 100 million vehicle miles traveled (VMT)

The Des Moines Area MPO will support HSIP projects that will help our planning area reach our 2016-2020 Safety Performance Targets. Crashes and fatalities in certain areas occur more than others and should have a higher priority. The MPO recognizes this by incorporating scoring criteria related to high-crash areas into our STBG funding criteria.

State Safety Performance Targets

Any Iowa DOT sponsored HSIP projects within the MPO area were selected based on the Iowa DOT safety performance measures and were approved by the Iowa Transportation Commission. The Iowa

DOT conferred with numerous stakeholder groups, including the Des Moines Area MPO, as part of its target setting process. Working in partnership with local agencies, Iowa DOT safety investments were identified and programmed which will construct effective countermeasures to reduce traffic fatalities and serious injuries. The Iowa DOT projects chosen for HSIP investment are based on crash history, roadway characteristics, and the existence of infrastructure countermeasure that can address the types of crashes present. The Iowa DOT continues to utilize a systemic safety improvement process rather than relying on “hot spot” safety improvements.

Pavement and Bridge Condition Performance Targets

Condition Goals in *Mobilizing Tomorrow*

Goal 2 in *Mobilizing Tomorrow* seeks to “manage and optimize transportation infrastructure and services” and includes measures related to, but does not directly address, measures required by federal rulemaking.

In addition to setting baseline values for tracking the performance in the long-range plan, a target was set for the year 2050 to be used to evaluate the on-going performance of the transportation system. In *Mobilizing Tomorrow* those measures have a 2050 target of maintaining the system at the baseline level set when the plan was adopted.

Des Moines Area MPO Condition Performance Targets

The Iowa DOT provided 2017 pavement and bridge data in June of 2018, however, previous years’ data is not available. Because of this, it is not possible to determine any sort of trend or forecast due to a lack of sufficient data.

Table 2.3 presents the 2017 data that was provided to the MPO by the Iowa DOT, and recommended targets for 2018-2021 time period.

Table 2.3: Des Moines Area MPO Condition Performance Baselines

Performance Measure	Des Moines Area MPO 2017 Pavement and Bridge Data	2018-2021 Target
Percentage of pavements of the Interstate System in Good condition	47.5%	47.5%
Percentage of pavements of the Interstate System in Poor condition	0.9%	0.9%
Percentage of pavements of the non-Interstate NHS in Good condition	32.5%	32.5%
Percentage of pavements of the non-Interstate NHS in Poor condition	22.4%	22.4%
Percentage of NHS bridge deck area classified as in Good condition	72.3%	72.3%
Percentage of NHS bridge deck area classified as in Poor condition	1.1%	1.1%

It should be noted that calculations of good and poor condition for pavements and bridges are calculated based on FHWA-required definitions, which may not align with other condition tracking that the MPO or State utilizes. Relevant CFR information can be found [here](#).

Moving forward, as additional data points for the Des Moines Area MPO becomes available the above targets will be reviewed utilizing a more analytical approach. After review they will be adjusted given the results of additional baseline forecasting in a similar manner to which the Safety Performance Targets were set.

Iowa DOT Pavement and Bridge Condition Performance Targets

Any Iowa DOT sponsored pavement and bridge projects within the MPO area were determined in alignment with the Iowa Transportation Asset Management Plan (TAMP) and the pavement and bridge performance measures. The TAMP connects Iowa in Motion 2045 and system/modal plans to Iowa DOT’s Five-Year Program and the STIP. Iowa in Motion 2045 defines a vision for the

transportation system over the next 20 years, while the Five-Year Program and STIP identify specific investments over the next four to five years. The TAMP has a 10-year planning horizon and helps ensure that investments in the Five-Year Program and STIP are consistent with Iowa DOT's longer-term vision. Starting in 2019, the TAMP will also integrate the pavement and bridge performance targets.

The Iowa DOT conferred with numerous stakeholder groups, including the Des Moines Area MPO and local owners of NHS assets, as part of its target setting process. The methodology used to set targets used current and historical data on condition and funding to forecast future condition. Asset management focuses on performing the right treatment at the right time to optimize investments and outcomes. Management systems are utilized to predict bridge and pavement needs and help determine the amount of funding needed for stewardship of the system. The TAMP discusses the major investment categories that the Commission allocates funding through. Once the Commission approves the funding for these categories, Iowa DOT recommends the allocation of the funds to specific projects using the processes described in the TAMP. Pavement and bridge projects are programmed to help meet the desired program outcomes documented in the TAMP.

System and Freight Reliability Performance Targets

The Des Moines Area MPO has chosen to support the Iowa DOT's system and freight reliability targets as submitted in the most recent baseline period performance report. The MPO supports those targets by reviewing and programming all Interstate and National Highway System projects within the MPO boundary that are included in the DOT's Transportation Improvement Program.

The Iowa DOT conferred with numerous stakeholder groups, including the Des Moines Area MPO, as part of its target setting process. Variability within the existing travel time dataset was used to forecast future condition. Projects focused on improving pavement and bridge condition also often help improve system reliability and freight movement. Additional projects focused specifically on improving these areas of system performance are developed in alignment with the target-setting process for related performance measures, and the freight improvement strategies and freight investment plan included in the State Freight Plan. This plan includes a detailed analysis and prioritization of freight bottlenecks, which are locations that should be considered for further study and possibly for future improvements. The process also involved extensive input from State, MPO, RPA, and industry representatives. State projects identified in the freight investment plan and

programmed in the STIP were highly-ranked freight bottlenecks.

Transit Performance Targets

Public transit capital projects included in the STIP align with the transit asset management (TAM) planning and target setting processes undertaken by the Iowa DOT, transit agencies, and MPOs. The Iowa DOT establishes a group TAM plan and group targets for all small urban and rural providers while large urban providers establish their own TAM plans and targets. Investments are made in alignment with TAM plans with the intent of keeping the state’s public transit vehicles and facilities in a state of good repair and meeting transit asset management targets. The Iowa DOT allocates funding for transit rollingstock in accordance with the Public Transit Management System process. In addition, the Iowa DOT awards public transit infrastructure grants in accordance with the project priorities established in Iowa Code chapter 924. Additional state and federal funding sources that can be used by transit agencies for vehicle and facility improvements are outlined in the funding chapter of the Transit Manager’s Handbook. Individual transit agencies determine the use of these sources for capital and operating expenses based on their local needs.

The DART Transit Program of the TIP is comprised of capital projects prioritized by the Des Moines Area Regional Transit Authority (DART). Investments in the TIP align with DART’s transit asset management plan while addressing asset performance targets. DART’s asset management approach is consistent with Federal Transit Administration (FTA) regulations and provides a direction for compliance given the level of available funding. The FFYs 2020–2023 TIP includes \$116 million in transit capital investments that will support state of good repair throughout the transit system.

The MPO supports the performance targets set by DART. The performance targets setting process utilized an existing robust asset management and capital program that required only minor modifications to comply with FTA guidance. Upcoming projects in the TIP comes from the capital planning process established by the DART Commission.

Below are the performance targets approved by the DART Commission.

Table 2.4: Transit Performance Targets

Category	Class	Performance Target
Rolling Stock	35' to 60' Heavy-Duty Buses	10% of fleet exceeds ULB of 13 years
	30' to 34' Heavy-Duty Buses	10% of fleet exceeds ULB of 11 years

	27' to 31' Medium-Duty Buses	10% of fleet exceeds ULB of 8 years
	25' Light-Duty Buses	10% of fleet exceeds ULB of 5 years
	Vans	10% of fleet exceeds ULB of 5 years
Equipment	Support Vehicles - Trucks, Autos, Vans, & SUV's	10% of fleet exceeds ULB of 7 years
Facilities	Administration & Passenger Facility - DCS	10% of facility rated under 3.0 on TERM Scale
	Maintenance & Operations Facility - DW	10% of facility rated under 3.0 on TERM Scale
	Parking Facility - N/A at this time	10% of facility rated under 3.0 on TERM Scale

CHAPTER THREE

Funding Programs

The following chapter summarized the various funding program available for projects in the Des Moines Area MPO's planning area.

Surface Transportation Program

The purpose of the STBG is to provide flexible funding that may be used by localities for improvements on any Federal-aid highway, bridge projects on any public road, and intracity and intercity bus terminals and facilities. The STBG is also intended to provide funding for transit capital improvements, bicycle and pedestrian facilities, and regional transportation planning activities. The MPO established five STBG subcategories for improvements:

Roadway Projects

Funding made available for street and highway projects.

Bridge Repair/Replacement

Funding available for bridges deemed structurally-deficient or functional-obsolete.

Maintaining or Optimizing the Transportation System

Funding set-aside to address the critical maintenance needs facing the region. This set aside does not fully address the overall maintenance need identified in Mobilizing Tomorrow, but is intended to be used in conjunction with local funds to assist communities with maintenance projects.

Transit

Set-aside funding to assist DART with capital projects such as the purchase of buses and other infrastructure.

Flex

The flex category reserves five percent of available STBG funds to be used on any eligible STBG use depending on the need in a given year.

Transportation Alternatives Program

Legislative History

Iowa's Transportation Alternatives Program (TAP) is a new iteration of the program that was included in, Moving Ahead for Progress in the 21st Century Act (MAP-21), a transportation authorization act which was in effect from 2013 to 2015. The MAP-21 program redefined the former Transportation Enhancements (TE) activities and consolidated these eligibilities with the former Safe Routes to School (SRTS) program, Recreational Trails Program (RTP) and some types of projects that were previously funded through the discretionary National Scenic Byways (NSB) program which were all originally authorized under the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and continued through two successive laws, TEA-21 and SAFETEA-LU. The most recent transportation authorization act, Fixing America's Surface Transportation (FAST) Act, was enacted in 2015. This act placed further restrictions on the selection of projects for funding under the federal TAP program structure which has led Iowa to implement a modified version of the federal program.

Iowa Implementation

On September 13, 2016, the Iowa Transportation Commission endorsed continuing to allow Iowa's Transportation Management Areas (TMAs), which include the Iowa portions of the metropolitan planning areas surrounding Davenport, Des Moines, and Council Bluffs; Metropolitan Planning Organizations (MPOs); and Regional Planning Affiliations (RPAs) to select the vast majority of projects eligible for this program through a regionally administered selection process. Under previous transportation authorization acts and in support of the state's history of encouraging regional planning through these organizations, a majority of funding is distributed to the TMAs, MPOs, and RPAs to directly select projects locally. With the goal of distributing funding as equitably as possible across the state, the Iowa DOT retains \$1 million annually to administer a Statewide TAP program, geared toward statewide or multi-regional projects, while targeting the remaining funding to the TMAs, MPOs, and RPAs through the Local Projects TAP program.

While consistent with the long-standing regional project selection process in Iowa, this method of project selection is no longer allowed under the competitive project selection requirements of the FAST Act for the federal Transportation Alternatives Set-aside program. The goal of the Local Projects TAP program is the selection of regional projects based on regional priorities. This is consistent with the state's 2017 long range transportation plan, Iowa in Motion – 2045. In the past, the statewide

bicycle/pedestrian planning framework was set within a network of statewide priority corridors with inconsistent local demand or support; however, experience has shown that most successful bicycle/pedestrian projects seize on opportunities and depend on local organization, commitment, and momentum to see a project through to completion. Each TMA, MPO, and RPA has an adopted long-range transportation plan that outlines goals and priorities for the transportation system in the region. Many of these organizations have also undertaken a variety of TAP-related bicycle/pedestrian planning activities which can help further define regional priorities for bicycle/pedestrian funding. Relying on the TMA, MPO, and RPA regional planning processes will result in a better overall Local Projects TAP program by selecting the local projects most likely to be successful. To allow for the continued selection of projects by the TMAs, MPOs, and RPAs, Iowa DOT will administer the Iowa's TAP program with Surface Transportation Block Grant (STBG) funds rather than the funding apportioned to the state for the federal Transportation Alternatives Set-aside program. The use of STBG funds will allow the state the flexibility to continue to administer a TAP program that supports regional decision-making.

TMAs, MPOs, and RPAs will solicit Local Projects TAP program project applications and select projects for award. Iowa DOT will annually calculate STBG-TAP funding targets for each MPO and RPA on a per capita basis and TMA's will receive an STBG-TAP target which represents the Transportation Alternatives Set-aside funds sub-allocated to them via federal statute. The funds targeted to MPOs and RPAs must be awarded and programmed for projects eligible under the Iowa's TAP program guidance. The funding programs administered by the TMAs will continue to be bound by the federal Transportation Alternatives Set-aside guidance published by the Federal Highway Administration (https://www.fhwa.dot.gov/environment/transportation_alternatives/). Iowa DOT will also make additional STBG funds, referred to as STBG-TAP-Flex funds, available to all TMAs, MPOs, and RPAs on a per capita basis. Each TMA, MPO, or RPA will decide how much, if any, of these STBG-TAP-Flex funds are rolled into the Local Projects TAP program administered by the agency.

Transportation Alternative Program projects must have a relationship to surface transportation. Proximity to a roadway or transportation facility alone is not sufficient to establish a relationship to surface transportation. Project sponsors should provide a clear and credible description of this relationship in their project's proposal. The focus is on a clear and credible description of how the proposed TAP project relates to the surface transportation system. Several questions should be asked:

1. In what way(s) is the project related to surface transportation through present or past use as a transportation resource?
2. Is there a direct connection to a person or event nationally significant in the development of surface transportation?
3. What is the extent of the relationship(s) to surface transportation?
4. What groups and individuals are affected by the relationship(s)?
5. When did the relationship(s) start and end or does the relationship(s) continue?
6. Is a relationship substantial enough to justify the investment of transportation funds?

The TAP guidance states that proximity to a transportation facility alone is not sufficient to establish a relationship. The following application types generally have been considered ineligible by the FHWA, in cooperation with the Iowa DOT:

1. Surfacing or resurfacing of existing roads or construction of new roads;
2. Construction or surfacing of parking lots (unless trailhead parking lot);
3. Construction of low water crossings on roads;
4. Picnic shelters, picnic tables, grills (unless directly related to a trailhead);
5. Construction of new buildings (unless they are rest rooms or trailhead shelters in conjunction with trails that will accommodate bikes or pedestrians);
6. Mitigation or National Environmental Policy Act Section 106 documentation of a bridge replacement;
7. Applications without a public sponsor (city, State, or county agency);
8. Historic applications where the facility or structure is not eligible for the National Register of Historic Places (please review with the State Historic Preservation Office);
9. Historic preservation activities that do not demonstrate some significant historic connection with transportation system; and,
10. Normal environmental mitigation work.

Federal Funding Programs

Some FHWA funds are distributed by statutory formulas, while other funds are “discretionary” (congressionally earmarked). The primary sources of FHWA formula funding to Iowa include:

Congestion Mitigation and Air Quality Improvement Program (CMAQ): CMAQ provides flexible funding for transportation projects and programs tasked with helping

to meet the requirements of the Clean Air Act. These projects can include those that reduce congestion and improve air quality.

Demonstration Funding (DEMO): Demonstration funding is a combination of different programs and sources. The FHWA administers discretionary programs through various offices representing special funding categories. An appropriation bill provides money to a discretionary program, through special congressionally directed appropriations or through legislative acts, such as the American Recovery and Reinvestment Act of 2009 (ARRA).

Highway Safety Improvement Program (HSIP): This is a core federal-aid program that funds projects with the goal of achieving a significant reduction in traffic fatalities and serious injuries on public roads. A portion of this funding is targeted for use on local high-risk rural roads and railway-highway crossings.

Metropolitan Planning Program (PL): FHWA provides funding for this program to the State of Iowa based on urbanized area population. The funds are dedicated to support transportation planning projects in urbanized areas with more than 50,000 persons.

National Highway Performance Program (NHPP): NHPP funds are available to be used on projects that improve the condition and performance of the National Highway System (NHS), including some state and U.S. highways and interstates.

State Planning and Research (SPR): SPR funds are available to fund statewide planning and research activities. A portion of SPR funds are provided to RPAs to support transportation planning efforts.

Surface Transportation Block Grant Program (STBG): This program is designed to address specific issues identified by Congress and provides flexible funding for projects to preserve or improve the condition/performance of transportation facilities, including any federal-aid highway or public road bridge. STBG funding may be utilized on:

- Roadway projects on federal-aid routes
- Bridge projects on any public road
- Transit capital improvements
- TAP eligible activities
- Planning activities

Iowa targets STBG funding to each of its 27 MPOs and RPAs on an annual basis for programming based on regional priorities. Iowa has implemented a Swap program that

allows MPOs and RPAs, at their discretion, to swap targeted federal STBG funding for state Primary Road Fund dollars.

Iowa also targets a portion of its STBG funding directly to counties for use on county bridge projects. Iowa's swap program allows counties, at their discretion, to swap federal STBG funding for state Primary Road Fund dollars. These funds can be used on either on-system or off-system bridges however off-system bridge investments must be continued to maintain the ability to transfer the federal STBG set-aside for off system bridges.

Transportation Alternatives Setaside Program (TAP): This program is a setaside from the STBG program. The TAP program provides funding to expand travel choices and improve the transportation experience. Transportation Alternatives Program projects improve the cultural, historic, aesthetic, and environmental aspects of transportation infrastructure. Projects can include creation of bicycle and pedestrian facilities, and the restoration of historic transportation facilities, among others. It is important to note that some types of projects eligible under the SAFETEA-LU program Transportation Enhancements are no longer eligible, or have modified eligibility, under the TAP. All projects programmed with TAP funds should be verified to ensure compatibility with TAP eligibility.

Federal Lands Access Program (FLAP) and Tribal Transportation Program (TTP): The FLAP Program provides funding for projects that improve access within, and to, federal lands. The FLAP funding will be distributed through a grant process where a group of FHWA, Iowa DOT, and local government representatives will solicit, rank, and select projects to receive funding. The TTP provides safe and adequate transportation and public road access to and within Indian reservations and Indian lands. Funds are distributed based on a statutory formula based on tribal population, road mileage, and average tribal shares of the former Tribal Transportation Allocation Methodology.

National Highway Freight Program (NHFP): NHFP funds are distributed to states via a formula process and are targeted towards transportation projects that benefit freight movements. Ten percent of NHFP funds will be targeted towards non DOT sponsored

State Funding Programs

In addition to the distribution of Federal-aid formula funds, the Iowa Department of Transportation administers several grant programs through application processes that need to be documented in the TIP. They include the following:

City Bridge Program: portion of STBG funding dedicated to local bridge projects is set aside for the funding of bridge projects within cities. Eligible projects need to be classified as structurally deficient or functionally obsolete. Projects are rated and prioritized by the Office of Local Systems with awards based upon criteria identified in the application process. Projects awarded grant funding are subject to a federal-aid obligation limitation of \$1 million.

Iowa has implemented a Swap program that allows cities, at their discretion, to swap federal STBG funding for state Primary Road fund dollars.

Highway Safety Improvement Program – Secondary (HSIP-Secondary): This program is funded using a portion of Iowa’s Highway Safety Improvement Program apportionment and funds safety projects on rural roadways. Funding targeted towards these local projects is eligible to be swapped for Primary Road Fund dollars.

Iowa Clean Air Attainment Program (ICAAP): The ICAAP funds projects that are intended to maximize emission reductions through traffic flow improvements, reduced vehicle-miles of travel, and reduced single-occupancy vehicle trips. This program utilizes \$4 million of Iowa’s CMAQ apportionment. Funding targeted towards these local projects is eligible to be swapped for Primary Road Fund dollars.

Recreational Trail Program: This program provides federal funding for both motorized and nonmotorized trail projects and is funded through a takedown from Iowa’s TAP funding. The decision to participate in this program is made annually by the Iowa Transportation Commission.

Iowa’s Transportation Alternatives Program: This program targets STBG funding to MPOs and RPAs to award to locally sponsored projects that expand travel choices and improve the motorized and nonmotorized transportation experience.

Transit Funding Programs

Similar to the FHWA programs, the transit funding authorized by the FAST-Act is managed in several ways. The largest amount is distributed to the states or to large metropolitan areas by formula. Other program funds are discretionary, and some are earmarked for specific projects. Program funds

include the following:

Metropolitan Planning Program (Section 5303 and 5305): FTA provides funding for this program to the State based on its urbanized area populations. The funds are dedicated to support transportation planning projects in urbanized areas with more than 50,000 population.

Statewide Transportation Planning Program (Section 5304 and 5305): These funds come to the state based on population and are used to support transportation planning projects in non-urbanized areas. They are combined with the Section 5311 funds and allocated among Iowa's RPAs.

Urbanized Area Formula Program (Section 5307): FTA provides transit operating, planning, and capital assistance funds directly to local recipients in urbanized areas with populations between 50,000 and 200,000, based on population and density figures, plus transit performance factors for larger areas. Local recipients, for whom projects are programmed by the Des Moines Area MPO, must apply directly to the FTA.

Bus and Bus Facilities Program (5339): This formula program provides federal assistance for major capital needs, such as fleet replacement and construction of transit facilities. All transit systems in the state are eligible for this program.

Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310): Funding is provided through this program to increase mobility for the elderly and persons with disabilities. Part of the funding is administered along with the nonurbanized funding with the remaining funds allocated among urbanized transit systems in areas with a population of less than 200,000. Urbanized areas with more than 200,000 in population receive a direct allocation.

Non-Urbanized Area Formula Program (Section 5311): This program provides capital and operating assistance for rural and small urban transit systems. Fifteen percent of these funds are allocated to intercity bus projects. A portion of the funding is also allocated to support rural transit planning. The remaining funds are combined with the rural portion (30 percent) of Section 5310 funds and allocated among regional and small urban transit systems based on their relative performance in the prior year.

Rural Transit Assistance Program (RTAP - Section 5311(b)(3)): This funding is also used for statewide training events and to support transit funding fellowships for regional and small urban transit staff or planners.

TAP Flexible Funds: Certain Title 23 funds may be used for transit purposes. Transit capital assistance is an eligible use of STBG funds. Transit capital and startup operating assistance is an eligible use of ICAAP funds. When ICAAP and STBG funds are programmed for transit projects, they are transferred to the FTA. The ICAAP funds are applied for and administered by the Iowa DOT's Office of Public Transit. STBG funds for small urban and regional transit systems are also administered by the Office of Public Transit.

State Transit Assistance (STA): All public transit systems are eligible for funding. These funds can be used by the public transit system for operating, capital, or planning expenses related to the provision of open-to-the-public passenger transportation. The majority of the funds received in a fiscal year are distributed to individual transit systems are the basis of a formula using performance statistics from the most recent available year.

- **STA Special Projects:** Each year up to \$300,000 of the total STA funds are set aside to fund "special projects." These can include grants to individual systems to support transit services that are developed in conjunction with human services agencies. Grants can also be awarded to statewide projects that improve public transit in Iowa through such means as technical training for transit system or planning agency personnel, statewide marketing campaigns, etc. This funding is also used to mirror the RTAP to support individual transit training fellowships for large urban transit staff or planners.
 - **STA Coordination Special Projects:** Funds provide assistance with startup of new services that have been identified as needs by health, employment, or human services agencies participating in the passenger transportation planning process.

Public Transit Infrastructure Grant Fund: This is a state program that can fund transit facility projects that involve new construction, reconstruction, or remodeling. To qualify, projects must include a vertical component.

FHWA Funding Transferred to FTA

STBG funds designated for transit investments are required to be transferred from FHWA to FTA for administration. These projects must be programmed in the highway (FHWA) and transit (FTA) section of the TIP in the FFY they are to be transferred. The process is initiated with a letter or e-mail from the RPA/MPO to the Iowa DOT's Office of Program Management and to the Office of Public Transit requesting the transfer of funds. The Office of Program Management will then review the request and submit it to FHWA for processing.



STBG funds used for planning efforts require projects to be included in the Des Moines Area MPO's *Unified Planning Work Program* and TIP. Funds will be transferred to a Consolidated Planning Grant by request of the Office of Systems Planning.

Finally, transit projects receiving awards through the ICAAP also require a transfer of funds. The process for these types of transfers is the same as transferring STBG funds for transit investments, except that no letter from the RPA/MPO requesting the transfer is required.



CHAPTER FOUR

Federal Fiscal Year 2020 Status Report

The following are status reports of all Federal-aid and SWAP projects programmed to utilize FHWA, FTA, or State SWAP funds in FFY 2020. The status of projects may include a notice of receiving Federal authorization, letting, canceling, rolling over, or scheduled letting before October 1, 2020.

TABLE 4.1 City of Altoona

Fund Category	Project Number	Location/Description	TPMS	Status
SWAP-STBG	STBG-SWAP-0132()-SG-77	8th Street SW Reconstruction: US 65 to Venbury Drive	33859	To be let 7/21/2020

TABLE 4.2 City of Bondurant

Fund Category	Project Number	Location/Description	TPMS	Status
STBG-TAP	TAP-U-0747(609)--8I-77	In the City of Bondurant, US 65/Lincoln Street: Pedestrian/Bicycle Underpass	25421	Roll to 2021

TABLE 4.3 City of Clive

Fund Category	Project Number	Location/Description	TPMS	Status
CMAQ	STP-A-1425(626)--86-77	Highway 6 Adaptive Traffic control System Implementation	33896	Let, completion expected September 2020

TABLE 4.4 City of Des Moines

Fund Category	Project Number	Location/Description	TPMS	Status
STBG-SWAP	STBG-SWAP-1945(841)--SG-77	East Douglas Avenue Widening: From East 42nd Street to East 56th Street	25172	Bid Fall 2020, construction spring 2021
STBG-SWAP	STBG-SWAP-1945(847)--SG-77	E 29th Street Resurfacing	33863	Let, construction summer 2020
STBG-SWAP, SWAP-HBP	STBG-SWAP-1945(833)--SG-77	E 30th St Viaduct over UPRR, from Dean Avenue to Raccoon Street	33879	Let 12/17/2019

STBG, STBG-TAP	TAP-T-1945(851)--8V-77	6th Avenue Streetscape, from University Avenue to College Avenue	35374	Bid June 16, 2020
CMAQ	STP-A-1945(840)--86-77	Traffic Signals Timing Update – Phase II	36676	Authorized
SWAP- ICAAP	ICAAP-SWAP-1945(849)--SH-77	Traffic Signal System Timings Update - Phase 3	37836	Roll to 2021

TABLE 4.5 City of Norwalk

Fund Category	Project Number	Location/Description	TPMS	Status
TAP	TAP-T-5587()--8V-91	Pedestrian bridge over an inlet to Lake Colechester on Beardsley Street	35375	Let March 2019

TABLE 4.6 Iowa Department of Transportation

Fund Category	Project Number	Location/Description	TPMS	Status
NHPP	IM- 80()--13-77	I-80: US65 INT FROM W JCT US 65 TO W OF 1ST AVE N, INCL. 34TH AVE	18633	Complete
PRF	BRFN--28()--39-77	IA 28: WALNUT CREEK 0.4 MI S OF I-235 IN DES MOINES	38004	Contract awarded, Start date 7/6/2020
NHPP	NHS--80()--11-77	I-80: DOUGLAS AVE TO E OF 100TH ST	38072	Underway
NHPP	IM-NHS--35()--03-77	I-35: IN ANKENY FROM N OF ORALABOR RD TO NE 36TH ST	38152	Underway
NHPP	NHSX-69()--3H-77	US 69: I-80 TO SE 33RD ST IN ANKENY	38247	Letting 7/21/2020
NHPP	NHSX--415()--3H-77	IA 415: E EUCLID AVE IN DES MOINES TO NW 72ND PLACE (STATE SHARE)	39324	Contract awarded, start date 6/1/2020
PRF	NHSN--65()--2R-77	US 65: SE ARMY POST RD EXIT SB RAMP	39328	Underway
PRF	NHSN--65()--2R-77	US 65: BONDURANT TO CO RD S27	39329	Contract awarded, start date 9/8/2020
PRF	NHSN--65()--2R-77	US 65: IA 5 TO IA 163	39330	Contract awarded, start date 9/8/2020
PRF	NHSN--69()--2R-77	US 69: AT SE SHURFINE DR IN ANKENY (STATE SHARE)	39331	Underway
PRF	IMN--80()--0E-77	I-80: US 65 TO JASPER CO (WB)	39332	Contract awarded, start date 7/20/2020

PRF	NHSN--160()--2R-77	IA 160: DMACC BLVD IN ANKENY (STATE SHARE)	39333	Underway
PRF	IMN--235()--0E-77	I-235: SW I-35/80 INTERCHANGE TO NE I-35/80 INTERCHANGE	39334	Complete
PRF	IMN--235()--0E-77	I-235: SW I-35/80 INTERCHANGE TO NE I-35/80 INTERCHANGE	39335	Letting 1/20/2020

TABLE 4.7 MPO-26/DMAMPO

Fund Category	Project Number	Location/Description	TPMS	Status
PL	RGPL-PA26()--PL-77	Various:MPO Planning	38361	Authorized
STBG-SWAP	STBG-SWAP-PA26()--SG-77	On IA-415, from Euclid Avenue to NE Packard Way	35378	Underway
STBG	RGTR-PA26()--ST-00	DART: Vehicle Purchase	22143	Authorized
STBG	RGPL-PA26()--ST-77	Transportation Management Association	27146	Authorized
CMAQ	STP-A-PA26()--86-77	DART:Euclid/Douglas Avenue Crosstown Service Year 2	39415	Awarded FFY 2020, moved to 2019

TABLE 4.8 Pleasant Hill

Fund Category	Project Number	Location/Description	TPMS	Status
CMAQ	STP-A-6102(614)--22-77	Iowa 163 Adaptive Traffic Signal Control System	36942	Let April 21, 2020

TABLE 4.9 Polk County

Fund Category	Project Number	Location/Description	TPMS	Status
STBG-SWAP	STBG-SWAP-C077(224)--FG-77	On NE 3RD ST, Over CREEK, North of NE 46 Ave	34814	Let 11/19/2019
STBG-SWAP	STBG-SWAP-C077(226)--FG-77	On NE 3rd ST, from NE Aurora Ave to NE 60 Ave	34815	Let 11/19/2019
SWAP-HBP	BROS-SWAP-C077(216)--SE-77	On NE Berwick Dr over the UP Railroad, in Sec 5-79-23. 0.60 mi N of NE 62 Ave	36678	Expected letting September 15, 2020

TABLE 4.10 Waukee

Fund Category	Project Number	Location/Description	TPMS	Status
SWAP-CMAQ	ICAAP-SWAP-8177(624)--SH-25	Traffic Signal Enhancements Project	39403	Let 4/21/2020

TABLE 4.11 City of West Des Moines

Fund Category	Project Number	Location/Description	TPMS	Status
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STBG-SWAP	STBG-SWAP-8260(--SG-25	Grand Avenue Widening: from 1st Street to 6th Street	35377	Roll to 2021
SWAP-CMAQ	ICAAP-SWAP-8260(648)--SH-25	Ashworth Road Adaptive Traffic Signal Control System	37840	Completed July 2020
SWAP-CMAQ	ICAAP-SWAP-8260(--SH-77	Adaptive Traffic Control System Expansion	39396	Completed September 2020
STBG	RGPL-8260(--ST-77	University Avenue Corridor Master Plan	39464	Underway

TABLE 4.12 City of Windsor Heights

Fund Category	Project Number	Location/Description	TPMS	Status
SWAP-STBG	STBG-SWAP-8477(--SG-77	On University Avenue: from 73rd street to 63rd Street	33876	Underway

TABLE 4.13 Des Moines Area Regional Transit Authority

Fund Type	Description	Expense	Project Type	Status
5310	Subcontracted Paratransit Operations	Operations	Misc	Pending FTA Grant, but lower amount this year (only using FY19 funds)
5311	Operations for Rural Services	Operations	Misc	Iowa DOT Contract 2019-021-194-20
PTIG, 5339	Maintenance & Operations Facility	Capital	Replacement	Awarded funding but need to Amend federal/local split - anticipate this year still
5339	Two 40' HD Buses w/Surv. & AVL (2006 Orion Buses)	Operations	Other	Will try again next year
STP, 5307, 5339	Nine Heavy-Duty Buses w/Surv. & AVL	Capital	Replacement	Pending FTA Grant FY2020
5307	Twenty Lease Buses - 20 (2015 Lease)	Capital	Replacement	Pending FTA Grant FY2020
5307	Computer Software	Capital	Replacement	Delayed until next year, will do Amendment to move funds
5307, 5310	Six 27' - 31' Buses w/Surv., Fareboxes & AVL	Capital	Replacement	Only replacing three this year, will do Amendment to move funds
5307	Preventive Maintenance	Operations	Misc	Pending FTA Grant FY2020
5307	ADA Paratransit	Operations	Misc	Pending FTA Grant FY2020
5307	Admin and Maint. Facility Engineering and Design	Capital	Replacement	Pending FTA Grant FY2020
5307	Facility Renovations/Construction	Capital	Replacement	Delayed until next year, will do Amendment to move funds

5307	Shop and Garage Equipment	Capital	Replacement	Delayed until next year, will do Amendment to move funds
5307	Miscellaneous Equipment	Capital	Replacement	Delayed until next year, will do Amendment to move funds
5307	Computer Hardware	Capital	Replacement	Pending FTA Grant FY2020
5307	Associated Transit Improvements	Capital	Replacement	Pending FTA Grant FY2020
5307	Support Vehicles	Capital	Replacement	Delaying Replacement Until Next Year - Low Miles, will do Amendment to move funds
5307	RideShare Vehicles (Repl/Exp)	Capital	Replacement	Pending FTA Grant FY2020
STA	General Operations/Maintenance/Administration	Operations	Misc	On-Going/Annual
ICAAP	Euclid/Douglas Avenue Crosstown	Operations	Expansion	Iowa DOT Contract 2019-021-194-20
PTIG	Facility Renovations	Capital	Replacement	Delayed until next year - new facility project

Federal Highway Administration Projects

The first FFY in the FFY 2021-2024 TIP is referred to as the Annual Element. Projects for the entire four years (FFY 2021-2024) are listed together by funding program and in order of FFY. The MPO's program for FFY 2021-2024 contains 74 projects with a total cost of approximately \$389,537,000. Of the 81 projects in the MPO's program, 65 projects totaling \$367,227,000 are roadway transportation improvements. One project totaling \$8,298,000 are transit improvements, and 8 projects totaling \$14,012,000 are bicycle and pedestrian improvements.

Program Format

The project listing is organized by TIP funding program. The sponsor name, project number, project location, project description, project funding, programmed amounts in \$1,000s by year, and Transportation Program Management System (TPMS) identification number are shown for each project within the different TIP funding categories. The TPMS identification number is a unique number given to each project included in the MPO's TIP.

Projects are listed in alphabetical order by county, then by city. Project funding amounts are listed by year and are listed in \$1,000s. Project Total refers to the total cost of the project. Federal-Aid refers to the amount of Federal-Aid the project has received. Regional FA (Federal-Aid) refers to the amount of Federal-Aid received from the MPO (i.e., STBG and TAP funds), and SWAP refers to Federal-Aid that has been swapped for State Road funding.

CHAPTER SIX

Federal Transit Administrations Projects

The first FFY in the FFY 2021-2024 TIP is referred to as the Annual Element. Projects for the entire four years (FFY 2021-2024) are listed together by funding program and in order of FFY. The MPO's transit program for FFY 2021-2024 contains 30 projects with a total cost of approximately \$150,248,387.

Program Format

The project listing is organized by TIP funding program. The sponsor name, project number, project location, project description, project funding, programmed amounts by year, and Transit Number are shown for each project within the different TIP funding categories. The Transit Number is a unique number given to each project included in the MPO's Transit Program.

Project Total refers to the total cost of the project. Federal-Aid refers to the amount of Federal-Aid (FA) the project has received. State-Aid (SA) refers to the amount of funding the transit provider has received from the State.

Financial Plan

Federal guidelines state that the TIP shall include a financial plan that demonstrates how the approved TIP can be implemented, identifies public and private resources that are reasonably expected to be available to carry out the TIP, and recommend any additional financing strategies for projects and programs.

Federal Highway Administration Projects

For purposes of transportation operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53). In addition, revenue and cost estimates for the TIP must use an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPOs, State(s), and public transportation operator(s). The MPO staff utilized an inflation rate of 4% to determine “year of expenditure dollars.”

The FFY 2021-2024 TIP is fiscally constrained by funding sources. Funding sources include Federal, State, and local financial resources. The Des Moines Area MPO recognizes that in the event of Federal, State, and local funding changes, amendments, or revisions, it will need to reflect the change in project funds within the FFY 2021-2024 TIP.

Des Moines Area MPO Federal-aid Funding Sources

The total Federal share of projects included in the first year (annual element) of the TIP shall not exceed levels of funding committed to the Des Moines Area MPO. Additionally, the total Federal share of projects included in the second, third, fourth, and/or subsequent years of the TIP may not exceed levels of funding committed, or reasonably expected to be available, to the Des Moines Area MPO.

Table 7.1 displays a listing of all Federal-Aid funding sources in the TIP and the amount of Federal funds committed by source and the total project cost of all projects utilizing Federal fund by funding source for FFYs 2021-2024. **Table 7.2** displays a listing of all SWAP funding sources in the TIP and the amount of SWAP funds committed by source and the total project cost of all projects utilizing

SWAP fund by funding source for FFYs 2020-2023. **Table 7.3** displays the financial constraint of the STBG and **Table 7.4** displays TAP funding sources for Federal Fiscal Years 2020-2023, breaking down all revenues, expenditures, programmed funds, adjustments, and returns.

TABLE 7.1 Summary of Costs and Federal Aid

	2021		2022		2023		2024	
	Total Cost	Federal Aid	Total Cost	Federal Aid	Total Cost	Federal Aid	Total Cost	Federal Aid
CMAQ	\$ 392,186	\$ 313,749	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
NHPP	\$ 20,960,000	\$ 20,960,000	\$ 9,649,000	\$ 9,649,000	\$ 86,580,000	\$ 86,580,000	\$ 93,734,000	\$ 93,734,000
PL	\$ 1,926,000	\$ 1,488,000	\$ 963,000	\$ 744,000	\$ 963,000	\$ 744,000	\$ 1,080,000	\$ 900,000
PRF	\$ 8,172,000.00	\$ -	\$ 1,407,000	\$ -	\$ 3,636,000	\$ -	\$ 2,650,000	\$ -
STBG	\$ 7,056,000	\$ 3,740,000	\$ 2,146,000	\$ 1,505,000	\$ 2,307,000	\$ 1,595,000	\$ 1,812,750	\$ 1,450,000
STBG-TAP	\$ 3,018,000.00	\$ 1,401,000	\$ -	\$ -	\$ 4,050,000	\$ 1,635,000	\$ 1,837,000	\$ 635,000
Totals	\$ 41,132,000	\$ 27,902,749	\$ 14,165,000	\$ 11,898,000	\$ 97,536,000	\$ 90,554,000	\$ 101,113,750	\$ 96,719,000

TABLE 7.2 Summary of Costs and SWAP Funding

	2021		2022		2023		2024	
	Total Cost	State Aid	Total Cost	State Aid	Total Cost	State Aid	Total Cost	State Aid
SWAP-CMAQ	\$ 5,177,370	\$ 3,274,370	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SWAP-STBG	\$ 39,296,000	\$ 14,782,000	\$ 44,369,000	\$ 11,225,000	\$ 44,001,000	\$ 6,850,000	\$ 34,778,000	\$ 13,443,000
Totals	\$ 44,473,370	\$ 18,056,370	\$ 44,369,000	\$ 11,225,000	\$ 44,001,000	\$ 6,850,000	\$ 34,778,000	\$ 13,443,000

TABLE 7.3 Surface Transportation Program Financial Constraint

	2021	2022	2023	2024
Unobligated Balance (Carryover)	\$9,372,504	\$9,085,168	\$5,651,168	\$5,074,968
STBG Target	\$13,730,481	\$12,953,000	\$12,953,000	\$12,953,000
STBG Flex Funds	\$510,733	\$0	\$0	\$0
Subtotal	\$23,613,718	\$22,038,168	\$18,604,168	\$18,027,968
Transfer Out	\$0	\$0	\$0	\$0
Programmed STBG Funds	\$14,528,550	\$16,387,000	\$13,529,200	\$10,385,000
Balance	\$9,085,168	\$5,651,168	\$5,074,968	\$7,642,968

Based on Iowa Department of Transportation's Fiscal Year 2019 2nd Quarter Status Report.

TABLE 7.4 Transportation Alternatives Program Financial Constraint

	2021	2022	2023	2024
Unobligated Balance (Carryover)	\$841,634	\$20,217	\$599,217	\$1,778,217
TAP Target	\$668,233	\$668,000	\$668,000	\$668,000
TAP Flex	\$0	\$511,000	\$511,000	\$511,000
Subtotal	\$1,509,867	\$1,199,217	\$1,778,217	\$2,957,217
Transfer Out	\$0	\$0	\$0	\$0
Programmed TAP Funds	\$1,489,650	\$1,606,650	\$0	\$1,200,000
Balance	\$20,217	\$599,217	\$1,778,217	\$1,757,217

Based on Iowa Department of Transportation's Fiscal Year 2019 2nd Quarter Status Report.

MPO Community Operations and Maintenance Costs and Projections

The following tables demonstrate the costs of operations and maintenance to the Federal-aid System.

Table 7.5 contains the operation and maintenance costs for each city in the Des Moines Area MPO.

Table 7.6 and **Table 7.7** contain the projected operation and maintenance costs on Federal-aid city streets within each city in the Des Moines Area MPO based on data in **Table 7.5**.

TABLE 7.5 2018 City Street O + M Expenditures on Federal-Aid Routes

City Name	On System Miles	Total Miles	Percentage Federal-Aid Routes	Total Roadway Maintenance	Total Operations	Maintenance on Federal-Aid Routes	Operations on Federal-Aid Routes
Altoona	17.894	74.215	24.1	\$ 1,416,555	\$ 569,621	\$ 341,546	\$ 137,341
Ankeny	43.376	246.116	17.6	\$ 2,638,450	\$ 3,944,742	\$ 465,006	\$ 695,230
Bondurant	8.659	29.032	29.8	\$ 600,626	\$ 288,221	\$ 179,141	\$ 85,964
Carlisle	3.55	24.12	14.7	\$ 271,895	\$ 226,867	\$ 40,018	\$ 33,390
Clive	11.43	74.76	15.3	\$ 2,624,953	\$ 376,706	\$ 401,327	\$ 57,594
Des Moines	0.85	4.9	17.3	\$ 107,289	\$ 17,665	\$ 18,611	\$ 3,064
Grimes	212.68	831.97	25.6	\$ 16,516,801	\$ 2,147,689	\$ 4,222,260	\$ 549,023
Johnston	9.363	65.503	14.3	\$ 1,850,203	\$ 116,822	\$ 264,468	\$ 16,698
Mitchelville	24.535	96.635	25.4	\$ 1,338,960	\$ 682,247	\$ 339,953	\$ 173,218
Norwalk	13.48	53.702	25.1	\$ 769,863	\$ 267,941	\$ 193,247	\$ 67,257
Pleasant Hill	12.27	43.27	28.4	\$ 1,118,959	\$ 110,505	\$ 317,301	\$ 31,336
Polk City	3.99	25.19	15.8	\$ 438,778	\$ 116,016	\$ 69,501	\$ 18,376
Urbandale	43.87	198.74	22.1	\$ 2,675,446	\$ 789,904	\$ 590,580	\$ 174,364
Waukee	15.68	96.32	16.3	\$ 1,034,242	\$ 1,037,803	\$ 168,365	\$ 168,945

West Des Moines	88.26	279.94	31.5	\$ 6,722,069	\$ -	\$ 2,119,346	\$ -
Windsor Heights	3.431	20.356	16.9	\$ 1,088,074	\$ 93,631	\$ 183,395	\$ 15,781
Total	513.32	2164.77	21.26	\$41,213,159	\$10,786,376	\$9,914,065	\$2,227,581

Source: 2018 City Street Finance Report – O&M Costs

TABLE 7.6 Forecasted Maintenance Expenditures on Federal-Aid Routes

City Name	2019	2020	2021	2022	2023	2024
Altoona	\$ 341,546	\$ 355,208	\$ 369,416	\$ 384,193	\$ 399,561	\$ 415,543
Ankeny	\$ 465,006	\$ 483,606	\$ 502,950	\$ 523,069	\$ 543,991	\$ 565,751
Bondurant	\$ 179,141	\$ 186,307	\$ 193,759	\$ 201,509	\$ 209,570	\$ 217,952
Carlisle	\$ 40,018	\$ 41,619	\$ 43,283	\$ 45,015	\$ 46,815	\$ 48,688
Clive	\$ 401,327	\$ 417,380	\$ 434,075	\$ 451,438	\$ 469,496	\$ 488,276
Des Moines	\$ 18,611	\$ 19,355	\$ 20,130	\$ 20,935	\$ 21,772	\$ 22,643
Grimes	\$ 4,222,260	\$ 4,391,150	\$ 4,566,796	\$ 4,749,468	\$ 4,939,447	\$ 5,137,025
Johnston	\$ 264,468	\$ 275,047	\$ 286,049	\$ 297,491	\$ 309,390	\$ 321,766
Mitchelville	\$ 339,953	\$ 353,551	\$ 367,693	\$ 382,401	\$ 397,697	\$ 413,605
Norwalk	\$ 193,247	\$ 200,977	\$ 209,016	\$ 217,377	\$ 226,072	\$ 235,115
Pleasant Hill	\$ 317,301	\$ 329,993	\$ 343,193	\$ 356,920	\$ 371,197	\$ 386,045
Polk City	\$ 69,501	\$ 72,281	\$ 75,172	\$ 78,179	\$ 81,306	\$ 84,559
Urbandale	\$ 590,580	\$ 614,203	\$ 638,771	\$ 664,322	\$ 690,895	\$ 718,531
Waukee	\$ 168,365	\$ 175,100	\$ 182,104	\$ 189,388	\$ 196,963	\$ 204,842
West Des Moines	\$ 2,119,346	\$ 2,204,120	\$ 2,292,285	\$ 2,383,976	\$ 2,479,335	\$ 2,578,508
Windsor Heights	\$ 183,395	\$ 190,731	\$ 198,360	\$ 206,294	\$ 214,546	\$ 223,128
Total	\$ 9,914,065	\$ 10,310,628	\$ 10,723,053	\$ 11,151,975	\$ 11,598,054	\$ 12,061,976

Source: 2018 City Street Finance Report – O&M Costs

TABLE 7.7 Forecasted Operation Expenditures on Federal-Aid Routes

City Name	2019	2020	2021	2022	2023	2024
Altoona	\$ 137,341	\$ 142,835	\$ 148,548	\$ 154,490	\$ 160,670	\$ 167,096
Ankeny	\$ 695,230	\$ 723,039	\$ 751,961	\$ 782,039	\$ 813,321	\$ 845,854
Bondurant	\$ 85,964	\$ 89,403	\$ 92,979	\$ 96,698	\$ 100,566	\$ 104,588
Carlisle	\$ 33,390	\$ 34,726	\$ 36,115	\$ 37,559	\$ 39,062	\$ 40,624
Clive	\$ 57,594	\$ 59,898	\$ 62,294	\$ 64,785	\$ 67,377	\$ 70,072
Des Moines	\$ 3,064	\$ 3,187	\$ 3,314	\$ 3,447	\$ 3,584	\$ 3,728
Grimes	\$ 549,023	\$ 570,984	\$ 593,823	\$ 617,576	\$ 642,279	\$ 667,970
Johnston	\$ 16,698	\$ 17,366	\$ 18,061	\$ 18,783	\$ 19,534	\$ 20,316
Mitchelville	\$ 173,218	\$ 180,147	\$ 187,353	\$ 194,847	\$ 202,641	\$ 210,746
Norwalk	\$ 67,257	\$ 69,947	\$ 72,745	\$ 75,655	\$ 78,681	\$ 81,828
Pleasant Hill	\$ 31,336	\$ 32,589	\$ 33,893	\$ 35,249	\$ 36,659	\$ 38,125

Polk City	\$ 18,376	\$ 19,111	\$ 19,875	\$ 20,671	\$ 21,497	\$ 22,357
Urbandale	\$ 174,364	\$ 181,339	\$ 188,592	\$ 196,136	\$ 203,981	\$ 212,140
Waukee	\$ 168,945	\$ 175,703	\$ 182,731	\$ 190,040	\$ 197,642	\$ 205,547
West Des Moines	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Windsor Heights	\$ 15,781	\$ 16,412	\$ 17,069	\$ 17,751	\$ 18,462	\$ 19,200
Total	\$ 2,227,581	\$ 2,316,684	\$ 2,409,352	\$ 2,505,726	\$ 2,605,955	\$ 2,710,193

Source: 2018 City Street Finance Report – O&M Costs

MPO Community Non-Federal-aid Revenue Sources and Projections

In addition to operations and maintenance, costs can be from non-Federal-aid revenues. Non-Federal-aid revenue sources and projections are included to demonstrate the availability of adequate revenue sources to operate and maintain the system in the Des Moines Area MPO MPA.

Table 7.8 contains the receipts for the Road Use Tax Fund and other road monies on Federal-aid routes within each city in the Des Moines Area MPO. **Table 7.9** contains the projected revenues on Federal-aid routes within each city in the Des Moines Area MPO based on data in **Table 7.8**.

TABLE 7.8 2018 City Street Fund Receipts

City Name	Total Road Use Tax Fund Receipts	Total Other Road Monies Receipts	Total Receipts Service Debt	Total Non-Federal Road Fund Receipts
Altoona	\$1,883,011	\$556,728	\$405,651	\$2,845,390
Ankeny	\$7,053,282	\$11,577,962	\$12,242,593	\$30,873,837
Bondurant	\$710,378	\$86,284	\$161,159	\$957,821
Carlisle	\$494,539	\$0	\$439,183	\$933,722
Clive	\$2,233,593	\$3,507,364	\$2,258,726	\$7,999,683
Des Moines	\$26,382,308	\$3,674,747	\$50,908,365	\$80,965,420
Grimes	\$1,475,688	\$6,805,469	\$2,672,455	\$10,953,612
Johnston	\$2,643,415	\$7,124,742	\$6,101,918	\$15,870,075
Mitchellville	\$291,185	\$100,018	\$69,234	\$460,437
Norwalk	\$1,155,566	\$111,925	\$0	\$1,267,491
Pleasant Hill	\$1,134,897	\$84,316	\$346,615	\$1,565,828
Polk City	\$441,557	\$118,447	\$0	\$560,004
Urbandale	\$5,483,805	\$11,860,920	\$21,275,108	\$38,619,833
Waukee	\$2,318,238	\$31,886	\$10,024,749	\$12,374,873
West Des Moines	\$8,208,590	\$335,580	\$75,006,128	\$83,550,298
Windsor Heights	\$627,843	\$687,589	\$668,604	\$1,984,036
Totals	\$62,572,012	\$47,839,834	\$182,176,021	\$292,587,867

Source: 2019 City Street Finance Report

TABLE 7.9 Forecasted City Street Fund Revenue

City Name	2019	2020	2021	2022	2023	2024
Altoona	\$2,845,390	\$2,959,206	\$3,077,574	\$3,200,677	\$3,328,704	\$3,461,852
Ankeny	\$30,873,837	\$32,108,790	\$33,393,142	\$34,728,868	\$36,118,022	\$37,562,743
Bondurant	\$957,821	\$996,134	\$1,035,979	\$1,077,418	\$1,120,515	\$1,165,336
Carlisle	\$1,818,587	\$1,891,330	\$1,966,984	\$2,045,663	\$2,127,490	\$2,212,589
Clive	\$7,920,325	\$8,237,138	\$8,566,624	\$8,909,288	\$9,265,660	\$9,636,286
Des Moines	\$80,965,420	\$84,204,037	\$87,572,198	\$91,075,086	\$94,718,090	\$98,506,813
Grimes	\$10,953,612	\$11,391,756	\$11,847,427	\$12,321,324	\$12,814,177	\$13,326,744
Johnston	\$15,870,075	\$16,504,878	\$17,165,073	\$17,851,676	\$18,565,743	\$19,308,373
Mitchelville	\$460,437	\$478,854	\$498,009	\$517,929	\$538,646	\$560,192
Norwalk	\$1,267,491	\$1,318,191	\$1,370,918	\$1,425,755	\$1,482,785	\$1,542,097
Pleasant Hill	\$1,565,828	\$1,628,461	\$1,693,600	\$1,761,344	\$1,831,797	\$1,905,069
Polk City	\$560,004	\$582,404	\$605,700	\$629,928	\$655,125	\$681,330
Urbandale	\$38,619,833	\$40,164,626	\$41,771,211	\$43,442,060	\$45,179,742	\$46,986,932
Waukee	\$12,374,873	\$12,869,868	\$13,384,663	\$13,920,049	\$14,476,851	\$15,055,925
West Des Moines	\$83,550,298	\$86,892,310	\$90,368,002	\$93,982,722	\$97,742,031	\$101,651,713
Windsor Heights	\$1,984,036	\$2,063,397	\$2,145,933	\$2,231,771	\$2,321,041	\$2,413,883
Total	\$282,806,382	\$294,118,637	\$305,883,383	\$318,118,718	\$330,843,467	\$344,077,205

Source: 2019 City Street Finance Report

Iowa DOT O + M Estimated Expenditures and Funding

Each year prior to development of the Iowa DOT's Five-Year Program and the Statewide Transportation Improvement Program both state and federal revenue forecasts are completed to determine the amount of funding available for programming. These forecasts are a critical component in the development of the Five-Year Program and as such are reviewed with the Iowa Transportation Commission. The primary sources of state funding to the DOT are the Primary Road Fund and TIME-21 Fund. These state funds are used for the operation, maintenance and construction of the Primary Road System. The amount of funding available for operations and maintenance are determined by legislative appropriations. Additional funding is set aside for statewide activities including engineering costs. The remaining funding is available for right of way and construction activities associated with the highway program.

Along with the state funds, the highway program utilizes a portion of the federal funds that are allocated to the state. A federal funding forecast is prepared each year based on the latest

apportionment information available. This forecast includes the various federal programs and identifies which funds are allocated to the Iowa DOT for programming and which funds are directed to locals through the MPO/RPA planning process, Highway Bridge Program and various grant programs. Implementation of a federal aid swap will increase the amount of federal funds that are utilized by the Iowa DOT.

The following webpage provides additional insight into the DOT's programming process and can be found at https://iowadot.gov/program_management/five-year-program.

Table 7.10 contains the estimated DOT Operations & Maintenance Costs in MPO areas. **Table 7.11** contains the projected Statewide Iowa DOT Five Year Program Funding.

TABLE 7.10 Estimated DOT Operations & Maintenance Costs

	2020	2021	2022	2023
AAMPO	\$842,317	\$832,112	\$858,783	\$885,917
Bi State MPO	\$4,066,537	\$4,017,273	\$4,146,032	\$4,277,030
Corridor MPO	\$3,188,247	\$3,149,623	\$3,250,572	\$3,353,277
DMAMPO	\$7,772,639	\$7,678,478	\$7,924,583	\$8,174,968
DMATS	\$895,393	\$884,546	\$912,897	\$941,740
INRCOG	\$613,031	\$605,605	\$625,015	\$644,763
MAPA	\$1,404,656	\$1,387,639	\$1,432,115	\$1,477,364
MPOJC	\$1,863,227	\$1,840,654	\$1,899,650	\$1,959,671
SIMPCO	\$2,200,721	\$2,174,060	\$2,243,741	\$2,314,634

Source: Iowa DOT

TABLE 7.11 Statewide Iowa DOT Five Year Program Funding

	2020	2021	2022	2023
Revenues				
Primary Road Fund	\$687.70	\$693.80	\$703.20	\$703.20
TIME-21	\$135.00	\$135.00	\$135.00	\$135.00
Miscellaneous	\$25.00	\$25.00	\$25.00	\$25.00
Federal Aid	\$389.20	\$365.70	\$365.70	\$365.70
Total	\$1,236.90	\$1,219.50	\$1,228.90	\$1,228.90
Statewide Allocations				
Operations & Maintenance	\$363.20	\$358.80	\$370.30	\$382.00
Consultant Services	\$82.50	\$82.50	\$82.50	\$82.50
Contract Maintenance	\$31.40	\$31.40	\$31.40	\$31.40

Railroad Crossing Protection	\$5.00	\$5.00	\$5.00	\$5.00
Miscellaneous Programs	\$34.80	\$34.80	\$34.80	\$34.80
Total	\$516.90	\$512.50	\$524.00	\$535.70
Funds Available for ROW/Construction	\$720.00	\$707.00	\$704.90	\$693.20

Source: Iowa DOT, \$ millions

Federal Transit Administration Projects

As with highway projects, legislation requires that all Federal and State transit projects be included in a fiscally constrained TIP. As the 5307 annual apportionment is the only guaranteed source of grant funds, DART actively seeks discretionary funding from a variety of sources, including the state Public Transit Equipment and Facilities Management System (PTMS) process and earmarks (State and Federal). Because these funds are the hardest to obtain, there is always uncertainty whether the projects will be implemented in the current year. Therefore, the TIP will periodically be revised if project funding is reduced or delayed. Tables 7.9 and 7.10 lists all funding sources for DART projects by FFY.

Funding Sources

Federal and State funding account for the majority of all capital purchases and as a result, is critical to success. The following section outlines the general funding sources available to DART for FFY 2021-2024.

TABLE 7.12 DART's Federal Funding Sources for FY 2021 - 2024

Federal-Aid Funding Sources	2021		2022		2023		2024	
	Total	Federal Aid	Total	Federal Aid	Total	Federal Aid	Total	Federal Aid
5307	\$ 5,676,250	\$ 4,541,000	\$ 6,861,250	\$ 5,525,000	\$ 5,821,250	\$ 4,657,000	\$ 6,111,250	\$ 4,889,000
5309	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000,000	\$ 20,000,000
5310	\$ 57,500	\$ 46,000	\$ 78,750	\$ 63,000	\$ 170,000	\$ 136,000	\$ 135,000	\$ 108,000
5307 & 5310	\$ -	\$ -	\$ 960,461	\$ 816,392	\$ 742,410	\$ 631,048	\$ 1,038,834	\$ 883,009
5307 & 5310 & 5311	\$ 549,120	\$ 466,752	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5311	\$ 25,746	\$ 12,873	\$ 26,260	\$ 13,130	\$ 26,786	\$ 13,393	\$ 27,322	\$ 13,661

PTIG, 5339	\$ 26,000,000	\$ 20,800,000	\$ 1,245,000	\$ 496,000	\$ 2,443,750	\$ 412,000	\$ 1,625,000	\$ 1,300,000
ICAAP	\$ 392,186	\$ 313,749	\$ 1,000,000	\$ 800,000	\$ 515,000	\$ 412,000	\$ 530,450	\$ 424,360
STBG	\$4,788,793	\$3,986,099	\$3,962,580	\$3,280,693	\$3,532,357	\$2,914,366	\$3,673,651	\$3,035,103
Total	\$35,059,349	\$22,385,092	\$35,862,697	\$22,992,576	\$32,328,672	\$19,992,766	\$37,638,811	\$30,244,854

TABLE 7.13 DART’s State Funding Sources for FY 2021 – 2024

State-Aid Funding Sources	2021		2022		2023		2024	
	Total	State Aid	Total	State Aid	Total	State Aid	Total	State Aid
PTIG	\$26,000,000	\$0	\$1,245,000	\$500,000	\$2,443,750	\$500,000	\$1,625,000	\$0
STA	\$2,182,281	\$1,745,825	\$2,247,750	\$1,798,200	\$2,292,705	\$1,834,164	\$2,338,559	\$1,870,847
Total	\$28,182,281	\$1,745,825	\$3,492,750	\$2,298,200	\$4,736,455	\$2,334,164	\$3,963,559	\$1,870,847

CHAPTER EIGHT

Public Participation

Title 23 of the CFR, Section 450.324, indicates that the Des Moines Area MPO shall provide all interested parties with a reasonable opportunity to comment on the proposed TIP as required by Section 450.316(a). The Des Moines Area MPO’s *Public Participation Plan* maintains compliance with Section 450.316(a) by outlining the Des Moines Area MPO’s public outreach requirements and efforts through three primary components: public meetings, publications, and maintenance of the Des Moines Area MPO’s website, www.dmampo.org.

The Des Moines Area MPO holds a standard of a minimum public comment period of 45 calendar days and a minimum four-week advance public notice before the TIP is adopted by the Des Moines Area MPO. This standard also applies when holding public meetings for any TIP amendments. The Des Moines Area MPO will approve the TIP, and/or amendments to the TIP, following the completion of the public comment period. The Des Moines Area MPO works to hold public meetings at convenient and accessible locations and times. If a person is not able to attend a public meeting, information regarding the TIP and/or amendments to the TIP is available on the Des Moines Area MPO’s website. In addition, all meetings of the Des Moines Area MPO TTC, Executive Committee, and Policy Committee are open to the public. Members of the public may request time on the Des Moines Area MPO’s agendas to comment on specific subjects of interest to the representatives.

In the past the Des Moines Area MPO used to regularly publish a newsletter, which was designed to provide information on plans and programs, public discussions, whom to contact at the Des Moines Area MPO, and meeting schedules. However this newsletter is no longer in production. Today the MPO's website provides much of the information that was contained in the newsletter. Also, after MPO Policy Board meetings post-meeting summaries are sent out to stakeholders. Legal notices and meeting announcements regarding the adoption of the TIP and/or amendments to the TIP are published in *The Des Moines Register* and sent to the various news agencies within central Iowa a week before the scheduled public meeting.

The Des Moines Area MPO website, www.dmampo.org, contains Des Moines Area MPO news and information about upcoming events, Des Moines Area MPO members, staff, the organization of the Des Moines Area MPO, and employment opportunities. Meeting agendas and minutes are available, as is a listing of committee representatives. The website features a library containing documents, maps, newsletters, and press releases. Additionally, educational opportunities related to Des Moines Area MPO activities are listed on the website. Des Moines Area MPO staff regularly updates the website in order to engage citizens.

Finally, the Des Moines Area MPO utilizes social media to engage the public and provide real-time updates. The MPO maintains social media pages including:

- Facebook – www.facebook.com/dmampo
- LinkedIn – www.linkedin.com/company/dmampo; and,
- Twitter, www.twitter.com/dmampo.

Social media also allows the Des Moines Area MPO to reach those citizens that might otherwise not become involved with the transportation planning process.

The Des Moines Area MPO accepts input and comments from the public through a variety of means. Members of the public may express their views, share their opinions, and ask questions regarding proposed amendments in three ways: 1) orally at a meeting; 2) in writing via forms available at a meeting; or, 3) by submitting written comments to the Des Moines Area MPO prior to the close of the given comment period. The Des Moines Area MPO will make a summary, analysis, or report on the disposition of comments made as part of the review of the TIP and/or amendments to the TIP and will notify the Des Moines Area MPO and TTC representatives of all TIP comments as part of the

approved TIP. Zero people attended the June 24, 2020, public input meeting but there were no comments pertinent to the FFY 2020-2023 TIP. Two subsequent written comments were submitted electronically to the Des Moines Area MPO before July 11, 2019. Since the comments were general in nature, they have been documented separately for future consideration.

Appendix A

Federal regulations require documentation in addition to the project list prior to approval of the Des Moines Area MPO's FFY 2020-2023 TIP. All metropolitan planning organization transportation improvement programs must be accompanied by:

1. A resolution of adoption by the planning organization;
2. A self-certification of the metropolitan planning process; and,
3. A certification of the financial capacity analysis.

These resolutions and certifications can be found on the following pages.



Appendix B



Appendix C