



DES MOINES AREA MPO

Executive Committee Meeting

September 7, 2022

APPROVAL OF AGENDA

September 7, 2022 Agenda

1. Call to Order
2. VOTE: Approval of Agenda
3. VOTE: Approval of Meeting Minutes
4. CONSENT and VOTE: Contracts and Expenses
5. REPORT and VOTE: Water Trails BUILD Grant Sub-Agreement Amendments
6. REPORT and VOTE: FY 2024 Iowa Clean Air Attainment Program Applications
7. REPORT: Model Ordinance Regulating Bicycles and Personal Transportation Devices
8. REPORT: 2019 Greenhouse Gas Emissions Inventory Update
9. REPORT: Proposed Greenhouse Gas Emissions Performance Measure
10. REPORT: Purple Heart Highway Update
11. REPORT: Legislative Update
12. REPORT: Upcoming Events
13. VOTE: Approval of the MPO Policy Committee Agenda
14. Other Non-Action Items of Interest to the Committee
15. Next Meeting Date – October 12, 2022 – 11:30 a.m.
16. Adjournment

APPROVAL OF MEETING MINUTES

WATER TRAILS BUILD GRANT SUB-AGREEMENT AMENDMENTS

Water Trails BUILD Grant Sub-Agreement Amendments

- In September 2021, the MPO approved the Water Trails BUILD grant Sub-Agreements
- In June 2022, the BUILD grant agreement between the FHWA, Iowa DOT, and MPO was amended to adjust the project scope and budget based on previous bids coming in over budget
- Based on the amended BUILD grant agreement the sub-agreements have also been amended to reflect the changes.

Water Trails BUILD Grant Sub-Agreement Amendments

Amendments to Sub-agreement #2

- Updated what elements of the project will be covered by BUILD grant
- Updated project cost estimates to match the amounts in the amended BUILD grant agreement with FHWA/DOT
- Added language noting the condition added to the amended BUILD grant agreement regarding when work must commence on Prospect and Birdland locations
- Updated dates to be consistent with amended BUILD Grant agreement

Water Trails BUILD Grant Sub-Agreement Amendments

Amendments to Subagreement #3

- Updated the dates for the City of Des Moines \$6 million contribution
 - \$2 million – July 31, 2023
 - \$2 million – July 31, 2024
 - \$1 million – July 31, 2025
 - \$1 million – July 31, 2026
- Clarifying language regarding payment responsibility for tree mitigation
- Clarifying language regarding documentation to be provided to the City and timeline for providing said documents
- Updated dates to be consistent with amended BUILD Grant agreement

Water Trails BUILD Grant Sub-Agreement Amendments

Amendments to Subagreement #4

- Updated what elements of the project will be covered by BUILD grant
- Updated project cost estimates to match the amounts in the amended BUILD grant agreement with FHWA/DOT
- Updated dates to be consistent with amended BUILD Grant agreement

IOWA CLEAN AIR ATTAINMENT PROGRAM PRE-APPLICATIONS

Iowa Clean Air Attainment Program

- Altoona – ITS Master Plan - \$76,000
- DART – Route #17 Extension to Bondurant - \$52,400
- DART – Outreach and Education Campaign – \$40,000
- Urbandale – 100th Street Signal Coordination - \$100,000
- West Des Moines – Traffic System Vehicle Detection Improvement - \$432,000

Iowa Clean Air Attainment Program



- ICAAP Schedule
 - September 2022 – Recommendation presented to Policy Committee and resolutions are forwarded to project sponsors
 - October 1, 2022 – Project sponsor submit their applications to the DOT

MODEL ORDINANCE REGULATING BICYCLES AND PERSONAL TRANSPORTATION DEVICES

Model Ordinance Regulating Bicycles and Personal Transportation Devices

- Developed by Central Iowa Bicycle and Pedestrian Roundtable
 - Final draft, report, and supplemental materials completed with the special help of Mindy Moore, AICP, Senior Transportation Planner at HDR, and Jeff Wiggins, AICP, Transportation Planner at City of Des Moines Engineering Department
- Generic so that communities may use it as a guide/starting point for reviewing and updating their current bicycle and PTD ordinance
- Consistent with the *Code of Iowa* and offers additional regulations to address historical points of conflict between vehicular and non-vehicular road users to clarify “gray areas”
- Furthers all 4 goals in *Mobilizing Tomorrow*



Model Ordinance Regulating Bicycles and Personal Transportation Devices

- **Why a model ordinance?**
 - Regulates, educates, and coordinates
 - Solution to transportation improvements that does not require construction or funding
- **Why now?**
 - Long-term Bike-Ped RT goal
 - InterConnect Plan development
 - Safe Streets and Roads for All application
- **Why bicycles and personal transportation devices?**
 - Multimodal transportation system
 - Jurisdictions ready to address new/popularized device types

Model Ordinance Regulating Bicycles and Personal Transportation Devices

NOV	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG
Model ordinance discussed at Bike-Ped RT	Bike-Ped RT agreed to draft a model ordinance with MPO member communities	Two working meetings held to start model ordinance draft	Model ordinance draft discussed at the Traffic Management Advisory Committee (TMAC) meeting	Local law enforcement offices contacted to review draft model ordinance	Suggestions from MPO member communities incorporated into model ordinance draft by Bike-Ped RT	Inductive loop inquiry sent to all MPO member community engineering/public works departments	Model ordinance draft reviewed by MPO legal counsel	Model ordinance draft approved by Bike-Ped RT and recommended to MPO Boards

*Discussed at Technical Committee meeting on September 1st

Model Ordinance Regulating Bicycles and Personal Transportation Devices

■ Ordinance Chapters:

1. Purpose
2. Definitions
3. Scope of Regulations
4. Traffic Code Applies
5. Motor Vehicle Operations
6. Actions Against Bicycles and Personal Transportation Devices
7. Responsible Riding
8. Place of Riding
9. Parking
10. Equipment Requirements

**** Pedicabs and bike/scooter-share programs are not addressed in this model ordinance.***

Model Ordinance Regulating Bicycles and Personal Transportation Devices

- **A few words about the *Code of Iowa*...**
 - Local authorities can create and enforce regulations not currently specified in Iowa Code if they are consistent and not in conflict or contrary to current law. (321.235, 321.236)
 - A bicycle is not defined as a vehicle, but a bicyclist is subject to the same rights and duties as a driver. (321.1, 321.234, 2012 AG letter)
 - Drivers are required to pass vehicles to the left at a safe distance and shall not return to the right side of the roadway until safely clear of the overtaken vehicle. Drivers cannot steer unreasonably close to or toward a bicyclist. (321.299, 321.281)
 - However, the Iowa DOT instructs drivers to change lanes when passing a bicycle completely.
 - Vehicles must stop at red lights until a signal to proceed is shown. Pedestrians shall not enter the roadway unless they can safely cross without interfering with any vehicular traffic. (321.257)

Model Ordinance Regulating Bicycles and Personal Transportation Devices

■ **Primary Components:**

- Change lanes to pass
- 3-foot lateral passing distance
- Right arm right turn signal
- Door zone protection
- Far to the right exemptions
- “Dead red” light allowance
- Fixed brake definition
- Light “fix-it” ticket
- Yield to bikes in crosswalks
- Improved bicycle lane operations
- E-bike definition

Model Ordinance Regulating Bicycles and Personal Transportation Devices

■ Primary Components:

- Change lanes to pass – pg. 9
 - SAFETY + CLARITY
- 3-foot lateral passing distance – pg. 9
 - SAFETY + CLARITY
- Right arm right turn signal
- Door zone protection
- Far to the right exemptions
- “Dead red” light allowance – pg. 9
 - SAFETY + CLARITY
- Fixed brake definition
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- E-bike definition

Model Ordinance Regulating Bicycles and Personal Transportation Devices

- **Next steps:**
 - Discuss ordinance with Policy Committee.
 - Discuss ordinance with Metro Advisory Council (MAC).
 - Incorporate additional feedback.
 - Vote for approval of model ordinance in October.
 - Share model ordinance with local jurisdictions for consideration.*
 - Develop educational campaign for jurisdictions that adopt the ordinance.*

2019 GREENHOUSE GAS EMISSIONS INVENTORY UPDATE

2019 Greenhouse Gas Emissions Inventory Update

- Bulk of emissions data has arrived and is processed
- What's prepared today?
 - Library: dmampo.org/metroghgs
 - Metro transportation GHG emissions
 - Community-wide GHG emissions*
- What's coming next?
 - Continued work with data partners
 - Further analysis & full reports
 - Transportation & community-wides
 - Cumulative regional



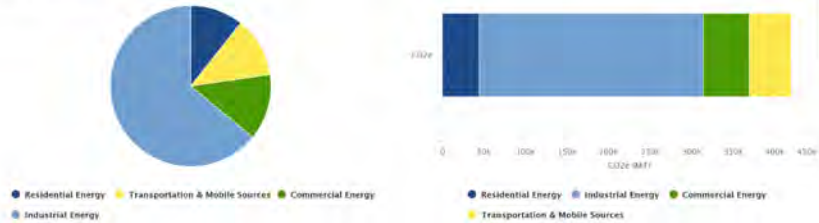
Local Governments
for Sustainability

MEMBER

The logo for ClearPath features the word 'ClearPath' in a large, bold, sans-serif font. 'Clear' is in a teal color and 'Path' is in a dark blue color. A yellow circle is positioned behind the letter 'h' in 'Path'.

Altoona, IA

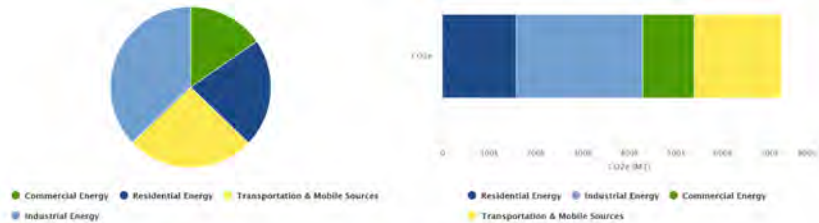
CO2e By Category



City of Altoona - 2019		
Sector	CO ² Emissions (MT)	% of CO ² Emissions
Transportation & Mobile Sources	50,434	12.01%
Commercial Energy	55,668	13.26%
Industrial Energy	268,937	64.05%
Residential Energy	44,863	10.68%
Total	419,902	100.00%

Ankeny, IA

CO2e By Category

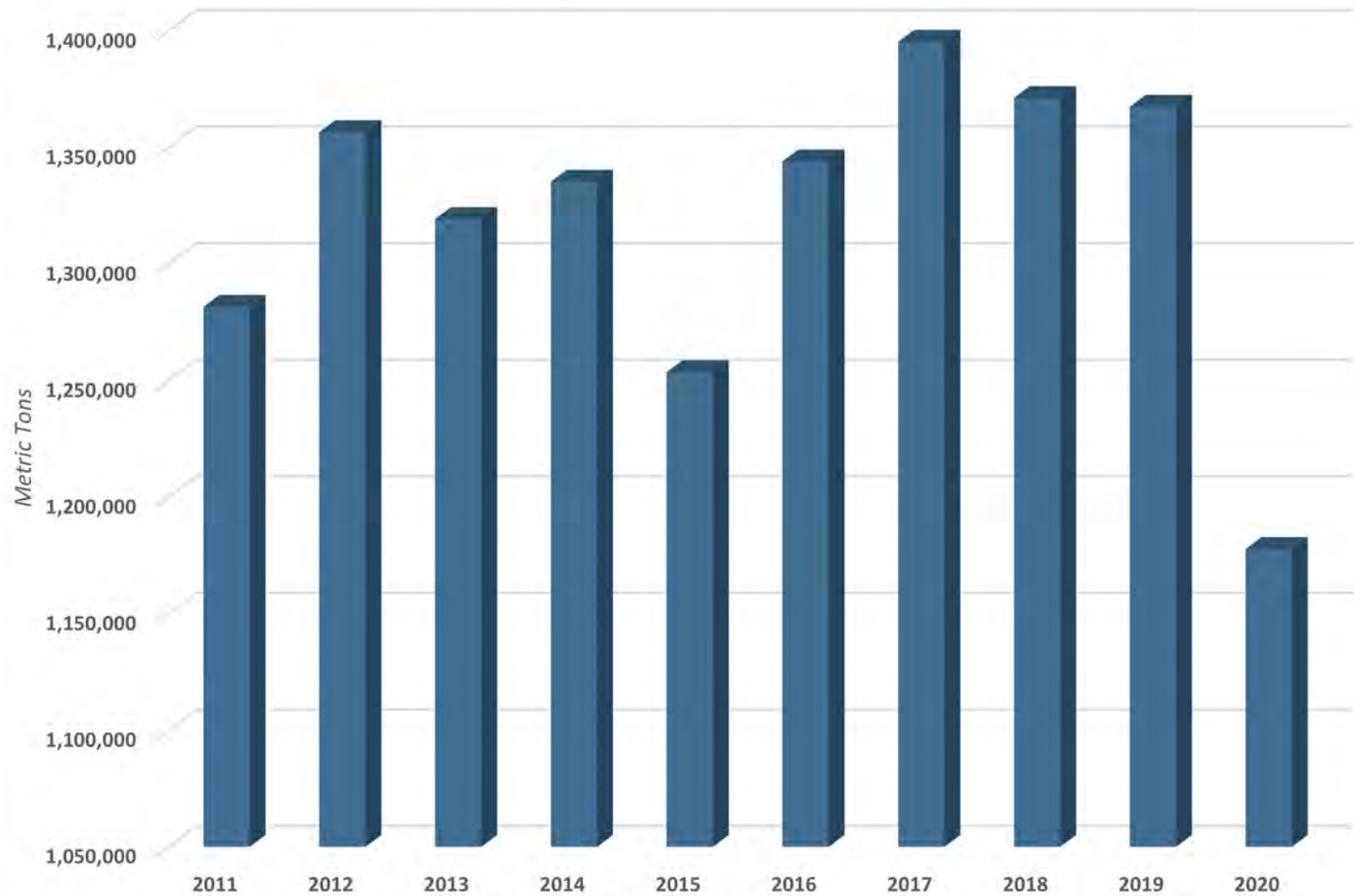


City of Ankeny - 2019		
Sector	CO ² Emissions (MT)	% of CO ² Emissions
Transportation & Mobile Sources	186,371	25.67%
Commercial Energy	111,442	15.35%
Industrial Energy	269,509	37.13%
Residential Energy	158,581	21.85%
Total	725,903	100.00%

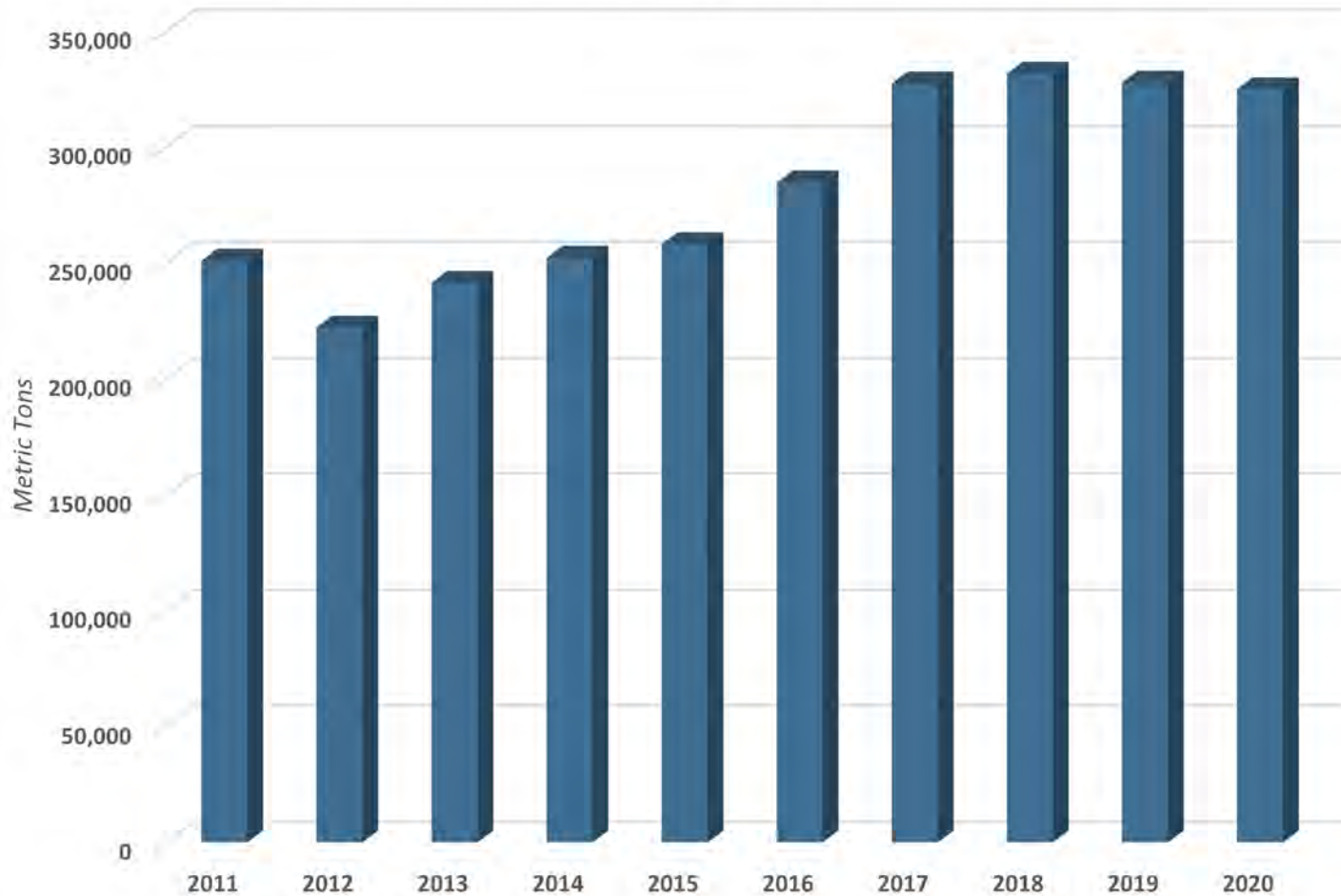
Member community data:

dmampo.org/metroghgs

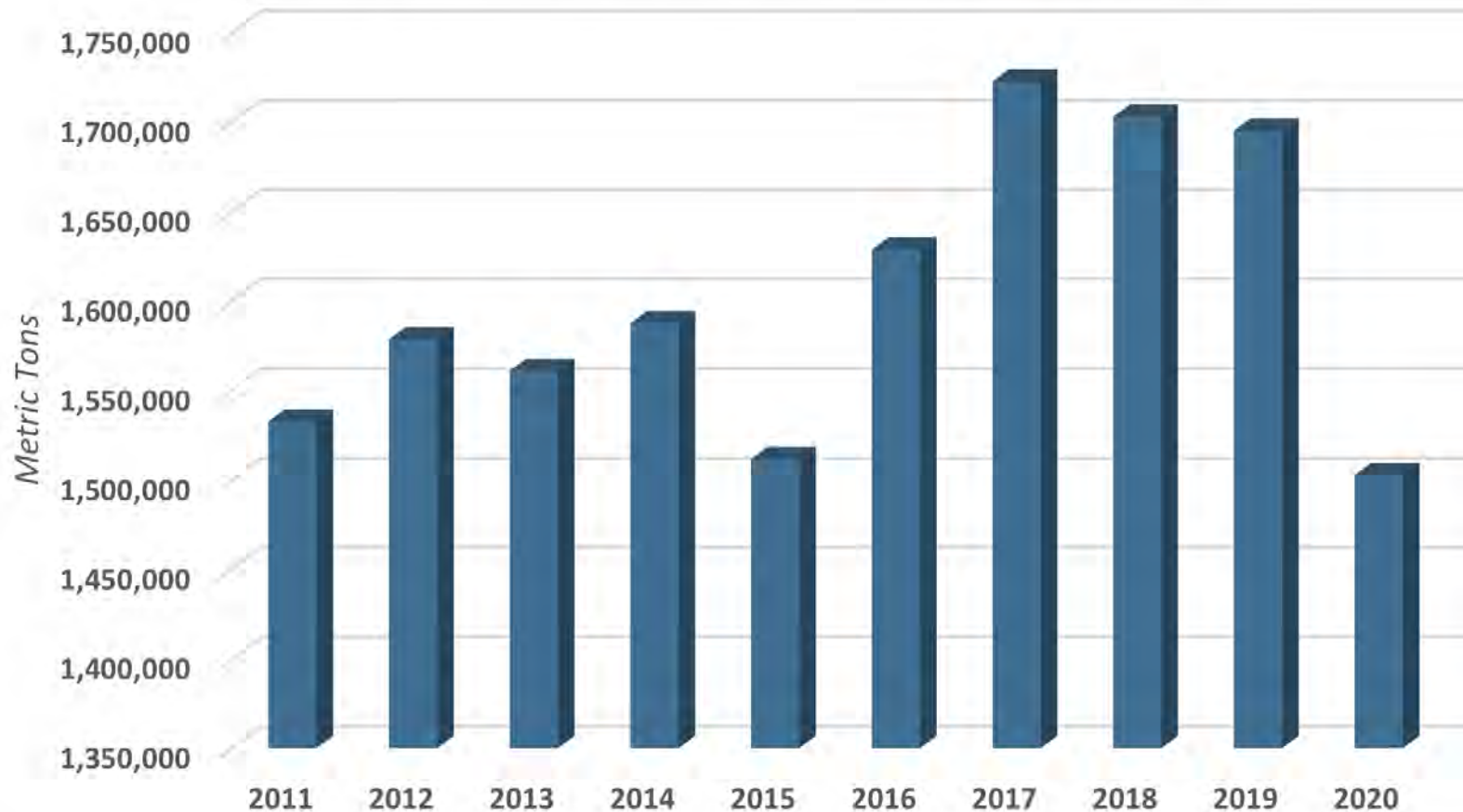
DMAMPO Transportation Inventory from Gasoline (CO2e) Emissions



DMAMPO Transportation Inventory from Diesel (CO2e) Emissions



DMAMPO Transportation Inventory (CO2e) Emissions



PROPOSED GREENHOUSE GAS EMISSIONS PERFORMANCE MEASURE

Proposed Greenhouse Gas Emissions Performance Measure

In July, the US DOT released a notice of proposed rulemaking (NPRM) for a greenhouse gas national performance measure for state DOTs and MPOs

- Proposed GHG PM seeks declining CO2 emissions on the Interstates and National Highway System (NHS) roads (Base Year 2021)
- Should align with national goals of 50% reduction by 2030 and net-zero by 2050

MPOs can either

1. Support their state DOT's declining four-year targets
2. Establish their own regional declining four-year targets

No penalties for MPOs for not meeting targets or not making significant progress

Proposed Greenhouse Gas Emissions Performance Measure

Performance Measure Calculations Summary

- % CO2 Reduction from ReportingYear to BaseYear2021
 - $\text{CO2 Emissions} = (\text{Fuel Consumed}) \times (\text{CO2/Gallon Emission Factor}) \times (\text{Proportion of VMT on NHS})$

Iowa DOT is currently working with AASHTO to review and encourages MPOs to review and comment as well

Public comment period ends October 13, 2022

PURPLE HEART HIGHWAY UPDATE

PHASE 1:
Stakeholder Study
and Action Plan

**Summer 2021 to
Fall 2022**

- Led by IDOT
- Supported by MPO

NEXT STEPS

- Finalize report with meeting notes

PHASE 2:
Pursue State and
Federal Exemptions

**Fall 2022 to
Fall 2023**

- Staffed by MPO & Partnership
- Guided by Advisory Committee

NEXT STEPS

- Continue developing an implementation plan
- Form Advisory Committee
- Identify legislative champions
- Continue stakeholder outreach
- Target the 2023 Iowa Legislature & transportation allocation bill (fall 2023)

PHASE 3:
Complete Analysis
Required by FHWA

**Fall 2022 to
Spring 2023**

- Overseen by MPO
- Conducted by consultant

NEXT STEPS

- Review draft Scope of Services in September
- Consider contract in October

PHASE 4:
Formally Request
Designation

Fall 2023

- Led by IDOT
- Supported by MPO

NEXT STEPS

- None at this time

Implementation Plan Development

- Staff met with Greater Des Moines Partnership to discuss strategy and overall implementation plan.
- A meeting has been scheduled with IDOT leadership for late September. Attending will be Chair Andeweg, Vice Chair Riva, Partnership staff, and MPO staff.
- Additional meetings will be scheduled with key stakeholders to review a draft action plan.
 - Corridor communities
 - Ag stakeholders
 - Economic development practitioners

Updated Scope of Service: Corridor Analysis

- Staff worked with HNTB in early 2021 to develop a Scope of Service for a technical analysis to ensure the infrastructure meets interstate criteria.
 - Paused while IDOT conducted stakeholder process
 - Last month staff asked HNTB for updated Scope of Services
 - No major changes
 - Reviewed by IDOT and FHWA; no issues found
- Fee: \$206,730.58
- Options for payment:
 - MPO reserves – RECOMMENDED
 - Share costs between communities on corridor
 - A formula has been developed based on population and frontage
 - Combination of MPO reserves and local dollars
- Voting item in October

LEGISLATIVE UPDATE

National Legislation – FY 23 Appropriations Bill

- House of Representatives passed FY 2023 THUD bill as part of ‘minibus’ spending package on July 20th:
 - \$105 billion for transportation, an increase of \$2.4 billion over FY 2022
 - \$775 million for RAISE (BUILD/TIGER) - \$10 million increase
 - \$7 million for Des Moines International Airport terminal design
 - \$5 million for Broadway Ave reconstruction
- Senate Appropriations Committee released their version of the bill on July 28th
 - \$106 billion for transportation
 - \$1.09 billion for RAISE (BUILD/TIGER)

Other Legislation and Funding Programs

- Inflation Reduction Act
 - Still awaiting program details from USDOT on transportation-related provisions like the Neighborhood Access and Equity Grant Program
- Bipartisan Infrastructure Bill
 - USDOT released a grant program website to help keep track of the various funding opportunities at https://www.fhwa.dot.gov/bipartisan-infrastructure-law/grant_programs.cfm
 - MPO website links to this under the Funding tab.

Competitive Grant Funding Matrix

The United States Department of Transportation (USDOT) and FHWA have a variety of competitive grant programs used to fund various types of transportation projects and activities. The matrix illustrates these programs broadly, organized by applicant type. Potential applicants should refer to the applicable column in the matrix. The matrix lists grant programs (rows), which can be matched with the potential applicant (columns) the program can fund. Potential applicants should review program specific guidance to make informed decisions about each program.

The FHWA will continue to add additional programs/information to this page over the weeks, months, and years to come.

Grant Program	Program Description	State Highway agency	Metropolitan Planning Organization (MPO)	Local Government or agency	Federally-recognized Indian Tribe	Federal Lands Management Agency (FLMA)	Puerto Rico	Territories	Other*	Additional Information
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Provides grants for surface transportation infrastructure projects that will have a significant local or regional impact (aka Local and Regional Project Assistance).	Yes	Yes	Yes	Yes		Yes	Yes	Yes	
Nationally Significant Multimodal Freight and Highway Projects (INFRA)	Provides grants for multimodal freight and highway projects of national or regional significance.	Yes	Yes (with a population over 200,000)	Yes	Yes	Yes	Yes		Yes	
National Infrastructure Project Assistance Program (MEGA)	Provides grants to surface transportation infrastructure that are too large or complex for traditional funding programs that will have a significant national or regional impact.	Yes	Yes	Yes	Yes		Yes	Yes	Yes	
Rural Surface Transportation Grant Program	Provides grants for projects to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.	Yes		Yes	Yes		Yes		Yes (Regional transportation planning organizations)	
Safe Streets and Roads for All	Provides grants to support local initiatives to prevent transportation-related death and serious injury on roads and streets (commonly referred to as "Vision Zero" or "Toward Zero Deaths" initiatives).		Yes	Yes	Yes				Yes	FY 2022 NOFO
Bridge Investment Program	Provides grants for projects to improve the condition of bridges and culverts and the safety, efficiency, and reliability of the movement of people and freight over bridges.	Yes	Yes (population greater than 200,000)	Yes	Yes	Yes	Yes		Yes	FY 2022 NOFO
Reconnecting Communities Pilot Program — Planning Grants	Provides grants for feasibility studies and other planning activities for projects to restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.	Yes	Yes	Yes	Yes		Yes		Yes (non-profit organization)	FY 2022 NOFO

UPCOMING EVENTS



www.iowastormwater.org/events/conference

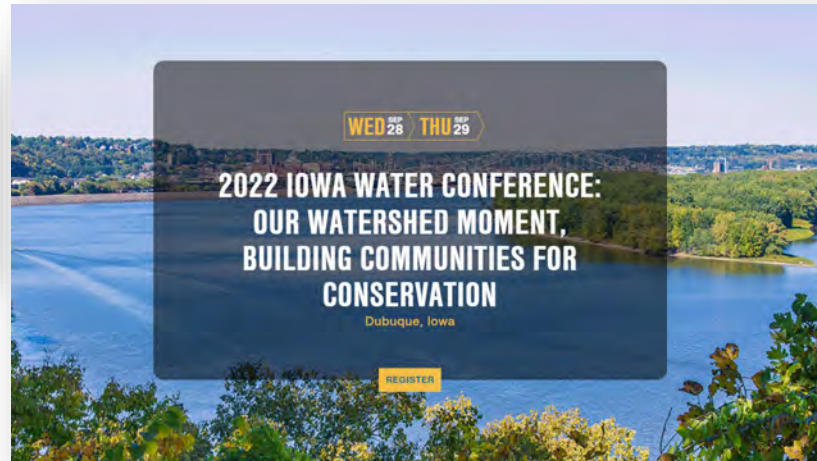
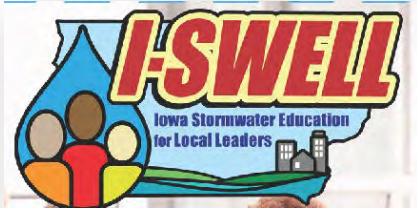
CONFERENCE PROGRAM & AGENDA
2022 IOWA STORMWATER CONFERENCE
FFA Enrichment Center | Ankeny, Iowa | September 15-16, 2022



APA Iowa Chapter

2022 Annual Conference | Ottumwa | Oct 12-14

Make little plans to reach high hopes!



FHWA Carbon Reduction Program (CRP) Webinars

The CRP provides \$6.4 billion in formula funding to states and metropolitan areas over the next five years for projects designed to reduce carbon dioxide emissions from on-road highway sources. During the webinars, staff from the FHWA Office of Natural Environment will provide information about the new program and answer questions from participants.

September 15, 2022 from **2:00 m. to 3:00 p.m.** Eastern. **Register** at https://usdot.zoomgov.com/webinar/register/WN__Z4Ags4VS1elf6jCKpEujg

September 21, 2022 from **11:00 a.m. to 12:00 m.** Eastern. **Register** at https://usdot.zoomgov.com/webinar/register/WN_CI4Dp7ANRT26306--llpAA

APPROVAL OF THE MPO POLICY COMMITTEE AGENDA

OTHER ITEMS OF INTEREST

Iowa SUDAS Updates

- **Proposed changes in:**
 - 5C-1: Geometric Design Tables
 - 5C-2: Geometric Design Elements
 - 5M-1: Complete Streets
 - Chapter 12: **Pedestrian** and Bicycle Facilities
 - 12A-1: General Sidewalk Requirements
 - 12A-5: Pedestrian Safety Measures and Crossings
 - 12B-1: Selecting Bicycle Facilities
 - 12B-2: Shared Use Path Design
 - 12B-3: On-Street Bicycle Facilities
 - 13A-3: Traffic Signal Features
 - 13A-4: Traffic Signal Design Considerations



**Next District 1 meeting:
Wednesday, October 19th from
10 a.m. – 1 p.m. at Snyder &
Associates in Ankeny**

Is Your Community EV Ready?

MPO MEMBER WORKSHOP: Electric Vehicle Readiness 101

There are many pieces to puzzle together when preparing a community for electric vehicles — regulations, ordinances, fleets, stations, safety — and it's not always obvious where to begin.

If this sounds familiar, this workshop is for you! Participants will come away with a better understanding of “EV readiness” and more prepared to take advantage of the influx of federal funding coming available for EV projects.

This workshop is ideal for staff members and policy makers from MPO member communities, as well as MPO subcommittee and roundtable members.

1 P.M. — TUESDAY, OCTOBER 4

Des Moines Area MPO Office
420 Watson Powell Jr. Way, Suite 200
Des Moines, IA 50309

A virtual option is available upon request. For more information or to request a link, please reach out to MPO staff at info@dmampo.org.



Hosted by:



Electrification
Coalition



CAPITAL CROSSROADS
A VISION FORWARD

IOWA CLEAN CITIES COALITION

IOWA
economic development

Register @ <https://dmampo.org/ev-wkshp-2022/>

FEMA Unified Hazard Mitigation Grant Funding


FEMA has announced the Unified Hazard Mitigation Assistance (HMA) grant program for FY 2022, which includes Building Resilient Infrastructure and Communities (BRIC).

Building Resilient Infrastructures and Communities (BRIC) priorities are to:

- Incentivize natural hazard risk reduction activities that mitigate risk to public infrastructure
- Prioritize benefits to disadvantaged communities
- Mitigate risk to one or more community lifelines
- Incorporate nature-based solutions
- Enhance climate resilience and adaptation
- Increase funding to applicants that facilitate the adoption and enforcement of the latest published editions of building codes

Applications due December 27th, 2022

September 7, 2022 Agenda



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