

# Video Conference Tips

1. Mute your audio when not speaking
2. Announce yourself when you do speak
3. Use the chat box to ask questions



# DES MOINES AREA MPO

## Policy Committee Meeting

January 19, 2023



# **APPROVAL OF AGENDA**

# January 19, 2023, Agenda

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1. Call to Order
2. VOTE: Approval of Agenda
3. VOTE: Approval of Meeting Minutes
4. CONSENT and VOTE: Approval of the Financial Statement
5. CONSENT and VOTE: Contracts and Expenses
6. REPORT and VOTE: FFY 2023-2026 Transportation Improvement Program Amendments
7. REPORT and VOTE: FFY 2023-2027 Passenger Transportation Plan Draft
8. REPORT: FY 2024 Unified Planning Work Program and Budget Development
9. REPORT: FFY 2026 Surface Transportation Block Grant Applications
10. REPORT: RAISE Grant Notice of Funding Opportunity
11. REPORT: Iowa DOT 2019-2023 Safety Performance Targets (PM1)
12. REPORT: Iowa DOT 2022-2025 Pavement and Bridge Performance Targets (PM2)
13. REPORT: Iowa DOT 2022-2025 System and Freight Performance Targets (PM3)
14. REPORT: Greenhouse Gas Inventory Update
15. REPORT: Purple Heart Highway Update
16. REPORT: Water Trails Update
17. REPORT: Legislative Update
18. REPORT: MPO Representative Selection Process
19. REPORT: Upcoming Events
20. Other Non-Action Items of Interest to the Committee
21. Next Meeting Date – February 2, 2023 – 9:30 a.m.
22. Adjournment

# **APPROVAL OF MEETING MINUTES**

# CONTRACTS AND EXPENSES

# Contracts and Expenses

VENDOR	PURPOSE	NOTES/INFORMATION	AMOUNT REQUESTED
Denman	Audit	Included in FY 2023 budget	\$6,000.00
ICLEI	Membership Dues	Included in FY 2023 budget	\$3,400.00
ESRI	ArcGIS License	Included in FY 2023 budget	\$5,900.00

# **FFY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT**



# FFY 2023-2026 TIP Amendment

**Sponsor:** City of Des Moines

**Project:** Traffic Signal Timing Update - Phase 5 (ID 52454)

**Federal Aid Amount:** \$232,000

**Total Cost:** \$290,000

**Type of Funding:** ICAAP (CMAQ)

**TIP Project Modifications:** None necessary.

**Change:** Change funding from SWAP-STBG to CMAQ (FA) and update the project number.

# FFY 2023-2026 TIP Amendment



**Sponsor:** City of Johnston

**Project:** Merle Hay Road Corridor Traffic Signal Improvements (ID 52457)

**Federal Aid Amount:** \$621,470

**Total Cost:** \$776,840

**Type of Funding:** ICAAP (CMAQ)

**TIP Project Modifications:** None necessary.

**Change:** Change funding from SWAP-STBG to CMAQ (FA) and update the project number.

# FFY 2023-2026 TIP Amendment



**Sponsor:** West Des Moines

**Project:** Traffic Signal Vehicle Detector Improvement Project (ID 52462)

**Federal Aid Amount:** \$480,000

**Total Cost:** \$600,000

**Type of Funding:** ICAAP (CMAQ)

**TIP Project Modifications:** None necessary.

**Change:** Change funding from SWAP-STBG to CMAQ (FA) and update the project number.

# **FFY 2023-2027 PASSENGER TRANSPORTATION PLAN DRAFT**

# FFY 2023-2027 Passenger Transportation Plan Draft

- IA DOT required plan – updated every 5 years
- Developed with Transportation Advisory Group guidance and input for MPO & CIRTPA region
- Priority Areas:
  - Clear & organized transportation information
  - Current and future externalities affecting mobility
    - COVID-19, funding, MCOs, etc.
  - Regional coordination
- Draft submission to IA DOT February 1
  - Public comment period through April 1; Final draft due May 1



# **FY 2024 UNIFIED PLANNING WORK PROGRAM AND BUDGET DEVELOPMENT**

# FY 2024 UPWP and Budget Development

- MPO's scope of work for next fiscal year
  - Work elements and activities
  - Committees
  - Costs
- Proposed work activities are tied to the MPO's federal requirements
- Draft due April 1st - Final due June 1st

# FY 2024 UPWP and Budget Development

- MPO Requirements per US Code
  - Unified Planning Work Program (UPWP)
  - Long Range Transportation Plan (LRTP)
  - Transportation Improvement Program (TIP)
  - Public Participation Plan (PPP)
- Additional MPO Requirements
  - Congestion Management Process (required of TMAs)
  - Must have decision making bodies (e.g., MPO Policy Committee)
  - Administer STBG funding process



# FY 2024 UPWP and Budget Development

- FHWA/FTA Planning Emphasis Areas for 2023 yet to be released.
- 2022 emphasis areas:
  - Climate Change
  - Equity and Justice in Transportation Planning
  - Complete Streets
  - Virtual Public Involvement
  - Planning & Environmental Linkages
  - Data in Transportation Planning

# FY 2024 UPWP and Budget Development

- MPO staff soliciting input on additional tasks for FY 2023
  - Plans
  - Studies
  - Research
  - Technical assistance to communities
- Please send any requests/ideas to MPO staff by end of January

# **FFY 2027 SURFACE TRANSPORTATION BLOCK GRANT APPLICATIONS**

# FFY 2027 Surface Transportation Block Grant Applications

Primary Sponsor	Project Title	Total Estimated Project Cost	FFY 2027 STBG Request
Altoona	8th St. SW Reconstruction - Phase 3	\$10,250,000.00	\$2,000,000.00
Ankeny	West First Street Widening and Improvements - Phase 2	\$12,100,000.00	\$3,000,000.00
Bondurant	Grant Street South Realignment	\$13,281,090.00	\$1,000,000.00
DART	DART Bus Replacements and B-Cycle Station Replacements	\$6,921,025.00	\$1,500,000.00
Des Moines	Douglas Avenue Corridor Improvements	\$10,000,000.00	\$1,750,000.00
Des Moines	East Army Post Road Improvements	\$12,000,000.00	\$4,000,000.00
Des Moines	Intelligent Transportation Systems Upgrade - Phase 7	\$12,500,000.00	\$1,000,000.00
Des Moines	University Avenue Bridge Rehabilitation	\$4,000,000.00	\$1,250,000.00
Grimes	SE 37th Street PCC Pavement Reconstruction - West	\$7,354,000.00	\$1,500,000.00
Johnston	IA 141 and Towner Drive Interchange	\$16,500,000.00	\$2,000,000.00
Pleasant Hill	University Ave and Sherrylynn Blvd Improvements	\$1,163,000.00	\$930,400.00
Polk City	3rd Street and Broadway Street Intersection Improvements project	\$445,000.00	\$356,000.00
Polk County	NE 23rd Avenue/Easton Blvd. Reconstruction Project	\$5,950,000.00	\$1,750,000.00
Urbandale	Douglas Parkway Preservation	\$1,200,000.00	\$900,000.00
Warren County	County Highway G16 HMA Resurfacing	\$3,200,000.00	\$2,560,000.00
Waukee	Alice's Rd Widening	\$20,977,000.00	\$2,500,000.00
West Des Moines	Ashworth Road Reconstruction and Reconfiguration	\$10,000,000.00	\$2,000,000.00
West Des Moines	Mills Civic Pkwy Reconstruction	\$7,000,000.00	\$2,000,000.00
Windsor Heights	73rd Street Reconstruction - Phase 2	\$20,000,000.00	\$7,000,000.00
		\$174,841,115.00	\$38,996,400.00

# FFY 2027 STBG Applications



- STBG Project Presentations scheduled for February 15<sup>th</sup> from 1:00 pm – 3:30 pm

# **RAISE GRANT NOTICE OF FUNDING OPPORTUNITY**

# RAISE Grant Notice of Funding Opportunity



- The RAISE NOFO was released on December 14, 2022
- There is \$1.5 billion available for the FFY 2023 round of funding
- Applications are due on February 28, 2023 and must be submitted through Grants.gov

# **IOWA DOT 2019-2023 SAFETY TARGETS (PM1)**



# Iowa DOT 2019-2023 Safety Targets (PM1)

The Federal Highway Administration (FHWA)'s Highway Safety Improvement Program (HSIP) requires State DOTs and MPOs to annually report safety performance measures (PM1). MPOs can either (1) support statewide targets or (2) develop their own regional targets.

Previously, the MPO adopted the Iowa DOT's statewide safety performance targets.

- Regional safety performance still being monitored.

There are no penalties for MPOs for not meeting or making significant progress towards targets.

**Iowa DOT Statewide 2019-2023 Safety Performance Targets**

Performance Measure	Five-year Rolling Averages	
	2017-2021 Baseline	2019-2023 Target
Number of Fatalities	337.2	351.4
Fatality Rate*	1.029	1.073
Number of Serious Injuries	1,376.4	1,398.2
Serious Injury Rate*	4.193	4.264
Non-Motorized Fatalities and Serious Injuries	130.0	134.4

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

# Iowa DOT 2019-2023 Safety Targets (PM1)

## Statewide and Regional Safety Performance

Iowa	2017-2021 (Five-year Average)	2022
Number of Fatalities	337.2	329
Number of Serious Injuries	1,376.4	<b>1,398</b>
Number of Non-Motorized Fatalities and Serious Injuries	130.0	118
Des Moines MPO Area	2017-2021 (Five-year Average)	2022
Number of Fatalities	34.4	<b>35</b>
Number of Serious Injuries	173.2	<b>203</b>
Number of Non-Motorized Fatalities and Serious Injuries	26.6	<b>38</b>

*Last Updated on January 10, 2023*

# **IOWA DOT 2022-2025 PAVEMENT AND BRIDGE TARGETS (PM2)**

# Iowa DOT 2022-2025 Pavement and Bridge Targets (PM2)

Under the MAP-21 and FAST Acts, State DOTs and MPOs set pavement and bridge performance measure (PM2) targets. State DOTs set targets on 2- and 4-year periods.

MPOs can either (1) support statewide 4-year targets or (2) develop their own regional 4-year targets.

Previously, the MPO adopted the Iowa DOT statewide performance targets.

There are no penalties for MPOs for not meeting or making significant progress towards targets.

	Topic	Performance measure(s)	Baseline (CY 2021 data)	Proposed 2-year target (CY 2023 data)	Proposed 4-year target (CY 2025 data)
PM2	Pavement	Percentage of pavements of the Interstate System in Good condition	58.8%	55.0%	55.0%
		Percentage of pavements of the Interstate System in Poor condition	0.4%	3.0%	3.0%
		Percentage of pavements of the non-Interstate NHS in Good condition	37.9%	35.0%	35.0%
		Percentage of pavements of the non-Interstate NHS in Poor condition	3.7%	6.0%	6.0%
	Bridge	Percentage of NHS bridges classified as in Good condition	48.6%	52.5%	56.0%
		Percentage of NHS bridges classified as in Poor condition	2.4%	5.0%	6.6%

# Iowa DOT 2022-2025 Pavement and Bridge Targets (PM2)

Figure 1: Interstate pavement historical condition, prior targets, and proposed targets

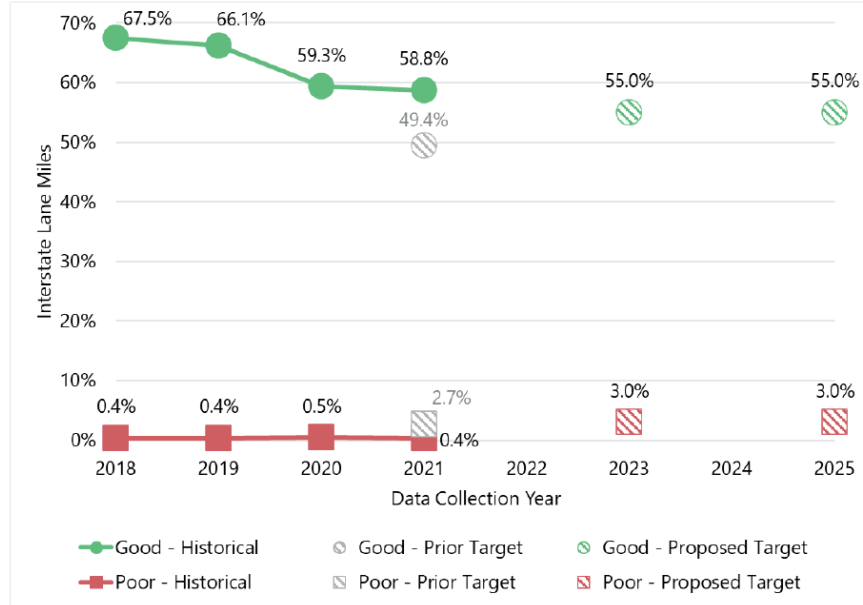
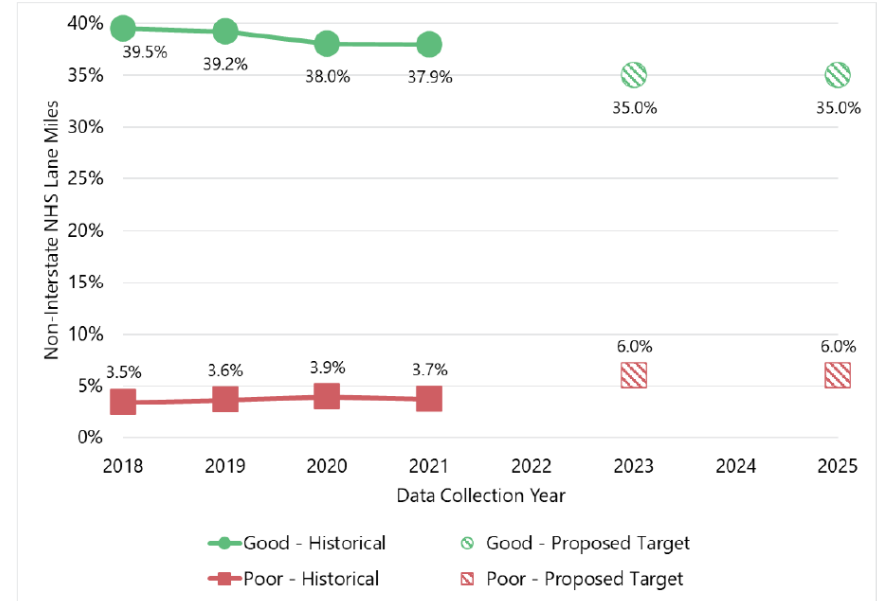
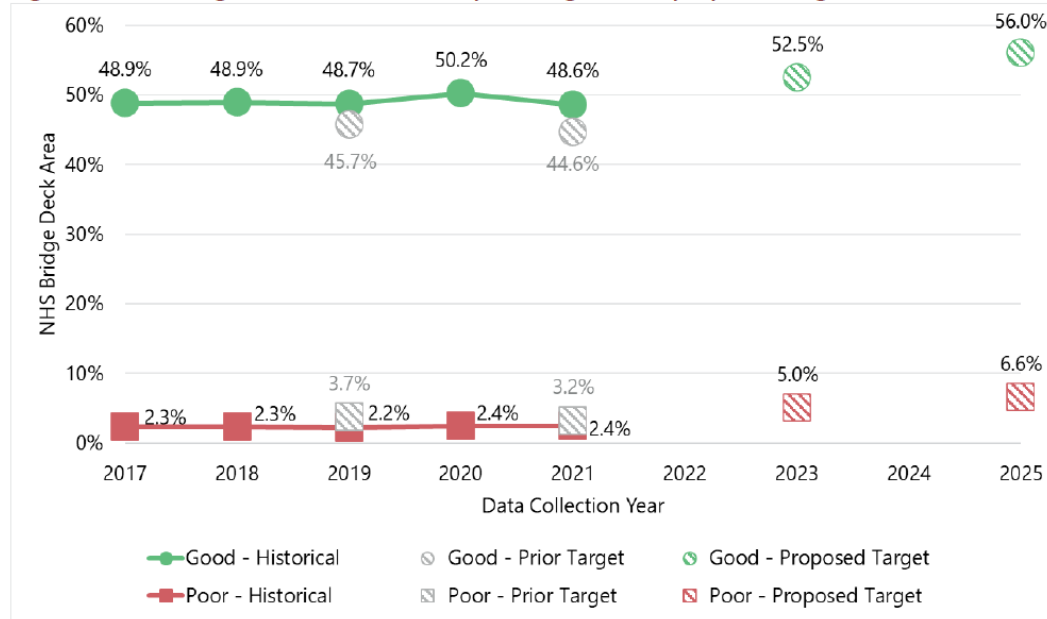


Figure 2: Non-Interstate NHS pavement historical condition and proposed targets



# Iowa DOT 2022-2025 Pavement and Bridge Targets (PM2)

Figure 3: NHS bridge historical condition, prior targets, and proposed targets



# **IOWA DOT 2022-2025 SYSTEM AND FREIGHT TARGETS (PM3)**

# Iowa DOT 2022-2025 System and Freight Targets (PM3)

Under the MAP-21 and FAST Acts, State DOTs and MPOs set system and freight performance measure (PM3) targets. State DOTs set targets on 2- and 4-year periods.

MPOs can either (1) support statewide 4-year targets or (2) develop their own regional 4-year targets.

Previously, the MPO adopted the Iowa DOT statewide performance targets.

There are no penalties for MPOs for not meeting or making significant progress towards targets.

	Topic	Performance measure(s)	Baseline (CY 2021 data)	Proposed 2-year target (CY 2023 data)	Proposed 4-year target (CY 2025 data)
PM3	System Performance	Percent of person-miles traveled on the Interstate that are reliable	99.9%	98.0%	98.0%
		Percent of person-miles traveled on the non-Interstate NHS that are reliable	96.5%	94.0%	94.0%
	Freight	Truck Travel Time Reliability Index (Interstate only)	1.13	1.25	1.25



# Iowa DOT 2022-2025 System and Freight Targets (PM3)

Figure 1: Interstate and non-Interstate NHS travel time reliability – historical condition, prior targets, and proposed targets

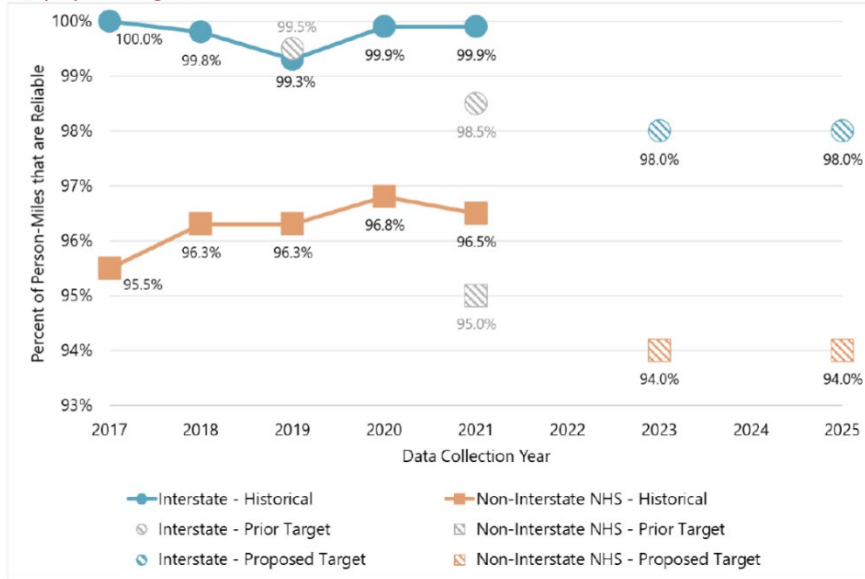


Figure 2: Interstate truck travel time reliability index – historical condition, prior targets, and proposed targets



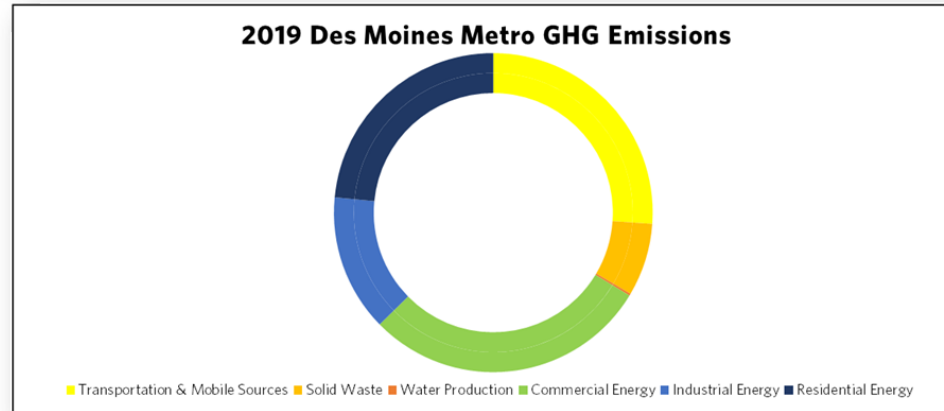
# **GREENHOUSE GAS INVENTORY UPDATE**

# Greenhouse Gas Inventory Update

- Draft available on MPO website
- Data presented at regional and MPO member community scale
- Not prescriptive, information only
- *Next steps:* exploring further granular transportation analyses; funding opportunities;

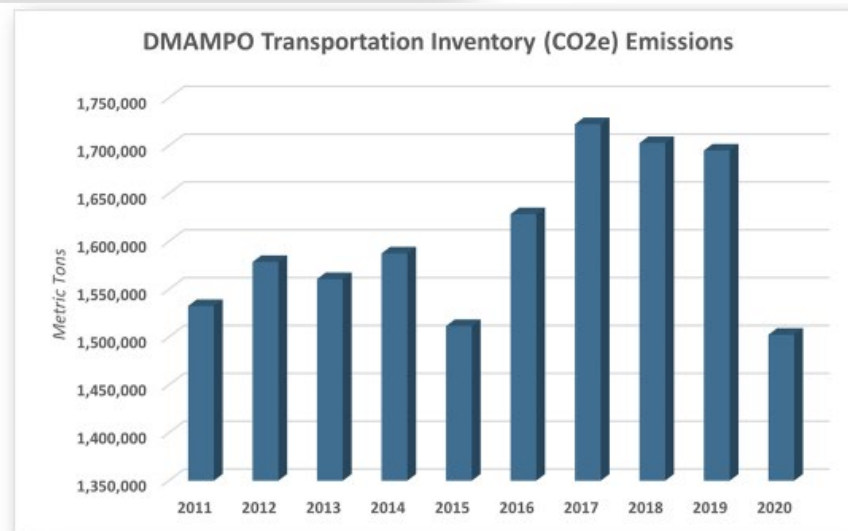


2019 Des Moines Metro GHG Emissions		
Sector	CO <sub>2</sub> e Emissions (MT)	% of CO <sub>2</sub> e Emissions
Transportation & Mobile Sources	1,540,810	26.1%
Solid Waste	435,143	7.4%
Water Production	12,005	0.2%
Commercial Energy	1,707,038	28.9%
Industrial Energy	819,709	13.9%
Residential Energy	1,384,174	23.5%
Total	5,898,879	100.0%



Vehicle Class	% Total VMT
<i>Class 1 (Motorcycles)</i>	0.2%
<i>Class 2 (Passenger Vehicles)</i>	66.2%
<i>Class 3 (Trucks)</i>	23.9%
<i>Class 4 (Buses)</i>	0.5%
<i>Class 5-13 (Heavy Trucks and Other Vehicles)</i>	9.1%
<i>Total</i>	100.0%

Street Classification	% of Total VMT
<i>Interstates</i>	31.9%
<i>Primary Streets</i>	20.1%
<i>Local Streets</i>	48.0%
<i>Total</i>	100.0%



# PURPLE HEART HIGHWAY UPDATE

# RECAP: IDOT Study

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- Iowa DOT conducted outreach to fully understand this issue.
- Meetings held with officials from the following organizations:

Soy Transportation Coalition

ADM – Des Moines Plant

University of Iowa Research Ideas

Iowa State Patrol

Motor Vehicle Enforcement

Iowa Motor Truck Association (IMTA) Greater Des Moines Partnership

Des Moines Area MPO

Farm Bureau

Heartland COOP

City of Norwalk

City of Pleasant Hill

City of Altoona

City of Carlisle

City of West Des Moines

In-Trans

Agribusiness Association of Iowa

Iowa Corn Growers

Landus Cooperative

Iowa Institute for Cooperatives

Two Rivers Cooperative

Iowa Soybean Association

Smith Fertilizer and Grain

Kentucky Transportation Cabinet

# Key Findings

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- Benefits of Interstate Designation
  - Eliminate Route Confusion
  - Expand Economic Development Opportunities
- Challenges of Interstate Designation
  - State law restricting slow-moving vehicles on Interstates
  - Federal law restricting weights on Interstates



# Action Plan for Interstate Designation



There are clear benefits to the traveling public and the metropolitan area with Interstate designation. In addition, there are significant challenges associated with Interstate designation; however, those challenges can be fully mitigated through a multi-step process as described below and in this order:

- 1) Congress passes a provision allowing current state legal weight limits on the bypass to remain in effect should the corridor be designated as an Interstate in the future. There are many examples in existing United States Code where these provisions have been implemented, including with the recently passed Infrastructure Investment and Jobs Act.
- 2) Iowa state legislature passes legislation to allow the bypass from the Iowa 5/US 65 junction with US 69 to the US 65 junction with US 6 to operate without a forty mile per hour minimum speed limit, if designated as an Interstate. This would allow slow-moving agricultural equipment to continue using this stretch of the bypass.
- 3) Complete the additional Federal Highway Administration (FHWA) analysis and study efforts required to pursue Interstate designation.
- 4) After completion of the previous steps, Iowa DOT will submit the formal requests necessary for Interstate designation.

Ongoing – Iowa DOT Identify and implement additional safety measures to assure continued safety for slow-moving agricultural equipment.

**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 stakeholder outreach
- Form Advisory Committee
- Identify legislative champions
- Target the 2023 Iowa Legislature & transportation allocation bill (fall 2023)

**PHASE 3:**  
Complete Analysis  
Required by FHWA

**TBD**

- None at this time.

**PHASE 4:**  
Formally Request  
Designation

**Fall 2023**

- IDOT submits
- Supported by MPO

**NEXT STEPS**

- None at this time

# Ag-inclusive strategy for economic development

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- The existing interstate corridors are approaching full build-out in Greater Des Moines, the nation's largest metro without a ring interstate.
- Meanwhile, the four-lane Purple Heart Highway, comprised of Iowa Highway 5 and U.S. Highway 65, remains underdeveloped.
- The corridor is overlooked during the site-selection process because the highway is not designated as an interstate, even though the infrastructure is comparable.
- Community leaders along the corridor are committed to working together with ag stakeholders to seek an interstate designation that preserves existing ag usage.

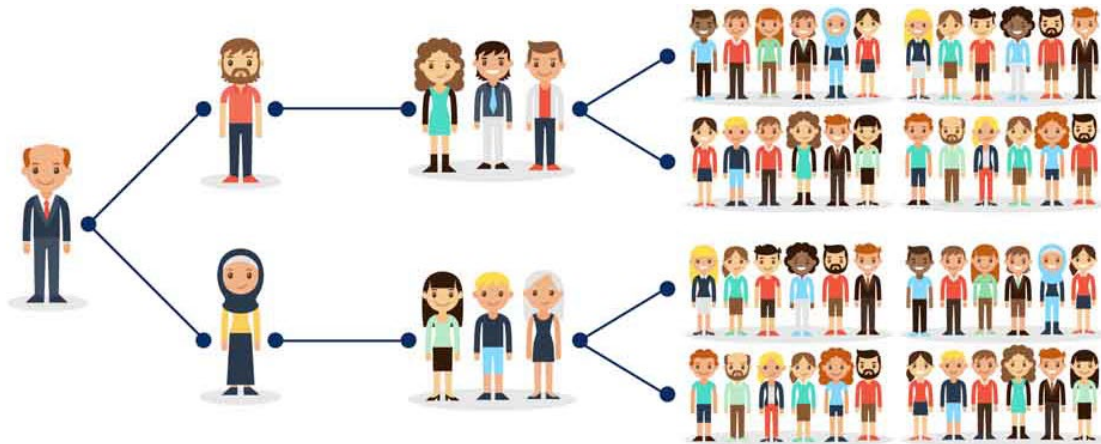
# Ag-inclusive strategy for economic development

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- Billions of dollars in public and private investment are in the pipeline for ag innovation.
- The Greater Des Moines metro has the state's largest workforce to meet the needs of companies.
- Developments with similar focuses on ag-innovation have been successful, such as Prairie View in Ames.
- The corridor also benefits from close access to other transportation hubs, including the Des Moines International Airport and the Des Moines Transload Facility.

# “Snowball” strategy for stakeholder engagement

- Start with a handful of stakeholders who are well connected and begin cultivating a shared understanding and, hopefully, support.
- Work through those stakeholders to schedule meetings with larger groups within their networks.
- Three categories of stakeholders: ag sector, corridor communities, and lawmakers.



# Update: Engagement of Ag Stakeholders to Date



MET IN NOVEMBER



MET IN DECEMBER



# Key Takeaways from Stakeholder Meetings

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- We still have a viable path forward if we work together with ag.
- Need to maintain open dialogue with all stakeholders, ensuring buy-in before proceeding.

# Next Steps

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- Ag stakeholders are scheduling a meeting amongst themselves to discuss.
- Then we will touch base with key ag leaders to assess next steps
  - Additional outreach?
  - Ready to start legislative discussions?
  - Adjustments to draft language?



# **WATER TRAILS UPDATE**

# Water Trails Update



- The MPO is under contract with United/Reilly
- United/Reilly have completed all contract documents with sub-contractors
- Held pre-con meeting on December 12<sup>th</sup> with all project parties to go over project scope, timeline and other details of project
- Processed first payment to United/Reilly for mobilization. This was done to meet a federal deadline on the project. Also, processed and received first reimbursement for this from the DOT.

# Water Trails Update



## January Work Items:

- EEO Board is up and working on setting up on-site office
- McClure Engineering has staked the construction limits
- Walkthrough with City Forestry
- Tree protection fences are going up next week

# LEGISLATIVE UPDATE

# Appropriations Bill Passed

- FY 2023 Omnibus Appropriations Bill passed in late December
  - Sets funding levels for federal agencies and programs, including Department of Transportation, through September 30, 2023
  - Absence of the bill had prevented USDOT from being able to disperse additional funds provided in the Bipartisan Infrastructure Bill or to continue work developing guidance to support new programs.
  - Bill provides 106.3 billion for DOT, an increase of \$3.4 billion above FY 22.
  - Bill also included \$2.25 billion for 706 "Community Projects" (aka earmarks)
    - Broadway Avenue - \$5 million
    - Des Moines Airport Terminal - \$7 million

# State Legislative Session Begins

- HF 1:
  - Limits growth in actual value of individual property between assessment years
  - Requires local governments issuing bonds for general purpose to set aside 10% of project cost prior to publishing notice of referendum; also requires notification to all property owners
- Senate File 34:
  - Would prohibit cities and counties from having stormwater requirements that exceed or conflict with state and federal requirements
- Senate File 10:
  - Authorizes cities to establish land redevelopment trusts to help return dilapidated, abandoned, blighted, and tax-delinquent properties to economically-productive status.

Legislative Timetable	
Jan. 9th	Session starts
March 3rd	First funnel – policy bills must be approved by committee to be alive
March 31st	Second funnel – policy bills must be approved by one chamber and committee from other chamber
April 28th	Last day legislators get per diem

# **MPO REPRESENTATIVE SELECTION PROCESS**

# Key Steps



- Appointment of Policy and Technical representatives by each member
- Appointment or Nomination of Executive Committee representatives
- Election of Officers



# Process - Under 50,000

- Request forms/sample resolutions sent to each member in November, due by end of December
- Tech and Policy representatives – appointed by the member
- Executive Committee representative:
  - Selection committee of mayors/supervisor chair meets to review nominees and select two representatives

## East Subarea

Altoona  
Bondurant  
Carlisle  
Mitchellville  
Pleasant Hill

## Northwest Subarea

Dallas County  
Grimes  
Johnston  
Polk City  
Urbandale

## Southwest Subarea

Clive  
Norwalk  
Warren County  
Waukee  
Winsor Heights

# Process - Over 50,000 + Polk County

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- Request forms/sample resolutions sent to each member in November, due by end of December
- Tech, Policy, and Executive Committee representatives – appointed by the member

# Officer Nominating Committee

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- Chair Andeweg has appointed the following to the nominating committee:
  - Mark Holm, City of Ankeny - Chair
  - Jeff Walters, City of Polk City
  - Tom Hadden, City of West Des Moines

# UPCOMING EVENTS

# Upcoming Events

- WMA meetings this month
  - Annual Projects & Goals Workshop
    - MCS – 1/11 @ 1:30pm; Walnut – 1/17 @ 2pm; Fourmile – 1/26 @ 4pm – via Zoom
- Combined TAG Meeting
  - CDL Training for Non-Violent Offenders
  - January 25th @ 1:30pm via Zoom
- Greater Des Moines Council of WMAs Quarterly Meeting
  - 2022 Annual Review
  - February 13 @ 2pm via Zoom

# OTHER ITEMS OF INTEREST

# **APPROVAL OF THE MPO POLICY COMMITTEE AGENDA**

# January 19, 2023, Agenda

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