



# MPO Representative Handbook

Des Moines Area Metropolitan Planning Organization

Updated March 2023

## Table of Contents

Introduction .....	3
History.....	3
Legal Authority.....	3
Purpose and Responsibilities .....	4
What the MPO Does .....	4
What the MPO Does NOT Do.....	4
Operational Structure .....	5
Planning Area .....	5
Membership.....	6
Representation and Voting .....	6
Decision Making Structure.....	7
Budget.....	9
Meetings .....	9
Requirements.....	9
Transportation Improvement Program .....	9
Long-Range Transportation Plan .....	10
Unified Planning Work Program .....	10
Public Participation Process.....	10
Passenger Transportation Plan .....	11
Congestion Management Process .....	11
Awarding of Federal Funds .....	11
Planning Factors.....	12
Self-Certification .....	13
Performance-Based Planning.....	13
Planning Issues in the Region.....	14
Appendices.....	20
A: Committee Representation .....	20
B: Commonly Used Acronyms.....	26
C: Links to Key Documents.....	28

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## Introduction

This handbook is intended for representatives of the Des Moines Area Metropolitan Planning Organization (MPO) and the public. Its purpose is to provide a brief overview of the Des Moines Area MPO, including requirements, members, committees, and the decision-making process.

### History

Greater Des Moines has joined together for decades to use resources effectively and to position the region to thrive economically, environmentally, and socially. Our leaders have long recognized the importance of working at the regional level, especially when it comes to transportation.

In 1964, the Des Moines Urbanized Area Transportation Study was initiated through a cooperative agreement between local officials and the Iowa Highway Commission. In 1965, the Central Iowa Regional Planning Commission (CIRPC) formed in response to a need for an area-wide transportation planning organization.


In 1972, CIRPC and seven local governments entered into a cooperative agreement for continuing transportation planning. The following year, in 1973, CIRPC restructured as the Central Iowa Regional Association of Local Governments (CIRALG). By 1979, CIRALG's membership included eight central Iowa counties and about eighty cities.

CIRALG dissolved in the early 1980's. In 1983, the Des Moines Area Transportation Planning Committee (DMATPC), previously part of CIRALG, was designated as the MPO for central Iowa. The DMATPC contracted with the City of Des Moines for staff support.

A decade later, in 1993, the DMATPC restructured once again as the Des Moines Area MPO, hiring its own staff. In July 2023, the MPO will celebrate the fortieth anniversary of regional transportation planning in Greater Des Moines.

### Legal Authority

Since the Federal-Aid Highway Act of 1962, MPOs have been required by federal law in urbanized areas with a population greater than 50,000 and are supported through federal funds. The Des Moines Area MPO acts as the formal transportation body for the greater Des Moines metropolitan area, carrying out the intent of Title 23 of the U.S. Code of Federal Regulations (CFR), Part 450. In 1983, the Governor of Iowa designated the Des Moines Area MPO (then called the Des Moines Area Transportation Planning Committee) as the official MPO for the Des Moines Urbanized Area, as defined by the U.S. Census Bureau. The Des Moines Area MPO functions as a Transportation Management Area as well, as it exceeds the population



threshold of 200,000 persons established in 23 CFR 450.104. The U.S. Department of Transportation (DOT) reviews and certifies the Des Moines Area MPO every four years.

The Des Moines Area MPO is organized as a separate legal entity pursuant to the provisions of Chapter 28E of the Iowa Code. Its 28E agreement outlines requirements for membership and representation, and its bylaws outline duties of committees, the process for electing officers, and the role of the Executive Director.

## Purpose and Responsibilities


The Des Moines Area MPO's mission is to advance a safe, effective, fully integrated multi-modal transportation system that supports economic development, protects natural assets, and enhances overall quality of life. It provides a regional forum to assure local, state, and federal agencies and the public coordinate transportation planning issues and prepare transportation plans and programs. The Des Moines Area MPO develops both long-range and short-range multimodal transportation plans, selects and approves projects for federal funding based on regional priorities, and develops ways to manage traffic congestion.

Transportation planning includes various activities. Some of these are led by the MPO, while others are led by other entities.

### What the MPO Does

1. Identify short- and long-range transportation needs;
2. Analyze and evaluate transportation improvements;
3. Estimate future traffic volumes;
4. Inform the public about planning activities;
5. Study the movement of traffic along major corridors;
6. Conduct planning studies; and,
7. Allocates Surface Transportation Block Grant (STBG) and Transportation Alternatives Program (TAP) funds.

### What the MPO Does NOT Do

1. Road/bridge design, construction, and repair;
  2. Enforce traffic laws;
  3. Trail construction and maintenance;
  4. Transit operations;
  5. Land use planning and zoning; and,
  6. Allocate other types of funding besides STBP and TAP.
- 

## Operational Structure

### Planning Area

The Des Moines Area MPO is responsible for these transportation planning activities within a geographic area identified as the Metropolitan Planning Area (planning area). Figure 1 displays the Des Moines Area MPO's MPA. The Des Moines Area MPO approved its current planning area on October 18, 2018. The planning area includes portions of Dallas, Madison, Polk, and Warren Counties, and includes, at a minimum, the anticipated urbanized area for Horizon Year (HY) 2050.

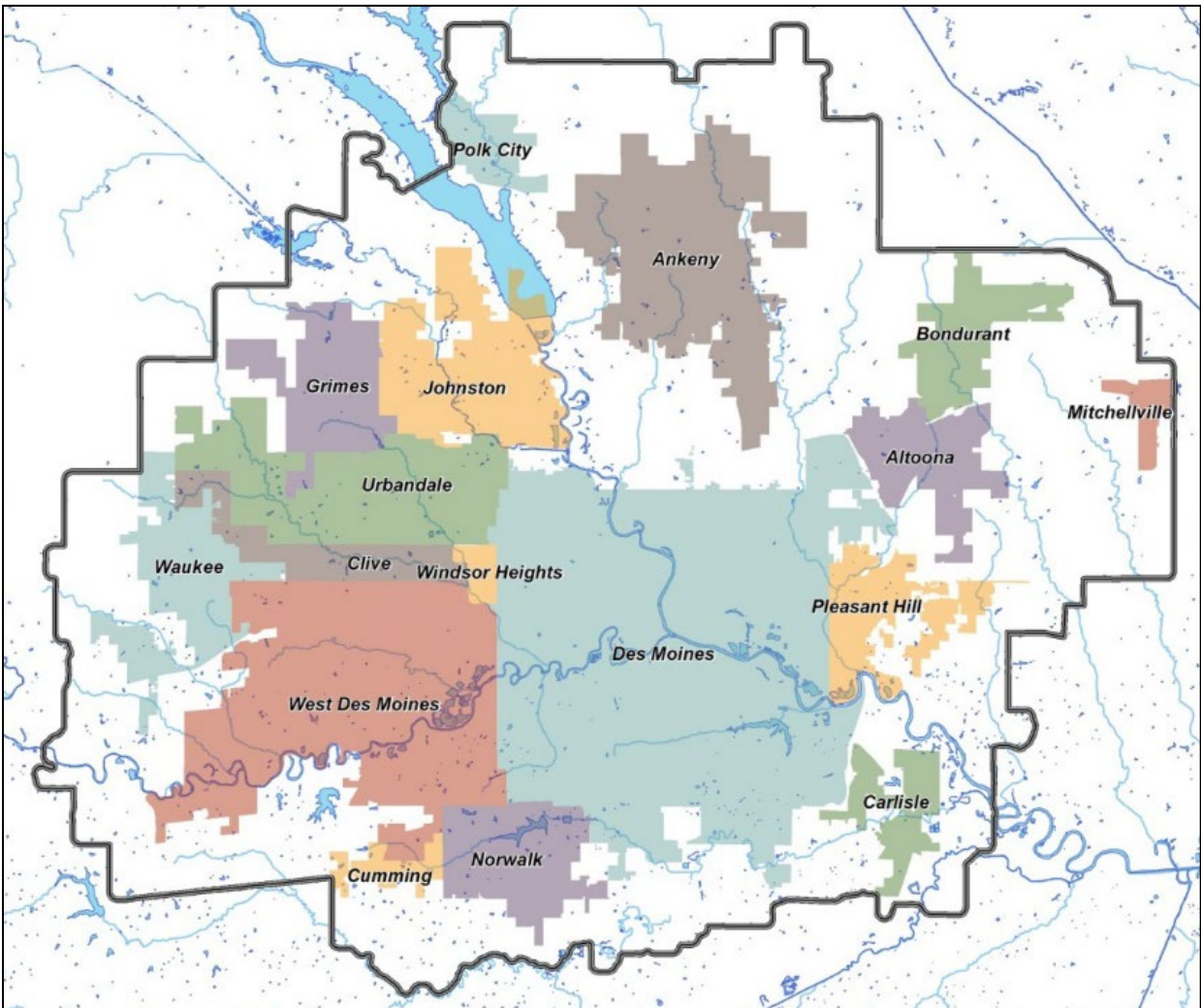


Figure 1 Des Moines Area MPO's Planning Area

## Membership

Per the Des Moines Area MPO's 28E agreement, voting membership is open to any county or city government located, wholly or partially, in the designated planning area containing a minimum population of 3,000 persons that adopts the Des Moines Area MPO's 28E Agreement. Currently, Des Moines Area MPO membership includes the following cities and counties:

- |                      |                         |                           |
|----------------------|-------------------------|---------------------------|
| • City of Altoona    | • City of Mitchellville | • City of Windsor Heights |
| • City of Ankeny     | • City of Norwalk       | • Dallas County           |
| • City of Bondurant  | • City of Pleasant Hill | • Polk County             |
| • City of Carlisle   | • City of Polk City     | • Warren County           |
| • City of Clive      | • City of Urbandale     | • Des Moines Area         |
| • City of Des Moines | • City of Waukee        | Regional Transit          |
| • City of Grimes     | • City of West Des      | Authority (DART)          |
| • City of Johnston   | Moines                  |                           |

Two entities within the planning area, the City of Cumming and Madison County, fall below the minimum population threshold for full membership and are associate members. Associate membership allows a non-voting representative to participate actively in the transportation planning process and is available to all governments within the planning area that do not meet the minimum population threshold for full membership. Additionally, governments outside the planning area, but within the eight-county region of central Iowa, are able to petition for associate membership. Associate members are not eligible for federal funding awarded through the Des Moines Area MPO. The Cities of Elkhart, Indianola, and Van Meter are outside the Des Moines Area MPO's planning area and are associate members of the organization.

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 Transit Agency (HIRTAA) serve as advisory, non-voting, representatives to the Des Moines Area MPO.

## Representation and Voting

Population determines representation on the Des Moines Area MPO's Technical, Executive, and Policy committees. Each member government within the planning area over a minimum population receives at least one vote. DART also receives one voting representative. Members also receive additional representatives for every 50,000 in population. Members over 50,000, plus Polk County, receive automatic representation on the Executive Committee. Population is determined by the annual population estimate produced by the US Census Bureau.

## Decision-Making Structure

Three designated committees form the structure of the Des Moines Area MPO: the Technical Committee, the Executive Committee, and the Policy Committee. The Des Moines Area MPO member governments' and agencies' boards and councils appoint their respective representatives to these committees. See Appendix A for list of committee representatives.

The Des Moines Area MPO Technical Committee is comprised primarily of representatives of member governments' and participating agencies' technical staffs, including planners, engineers, and city administrators. The Des Moines Area MPO Policy Committee is comprised primarily of county supervisors, mayors, city council members, and city managers. The Executive Committee is comprised of 11 Policy Committee representatives. Member communities over 50,000, plus Polk County, receive automatic representation on the Executive Committee, with the City of Des Moines receiving two representatives. Members under 50,000 are organized into one of three geographic subareas (East Subarea, Northwest Subarea, and Southwest Subarea). Each subarea has five member governments, and the members within each subarea select two representatives to serve on the Executive Committee. The Des Moines Area MPO annually elects a chair, vice-chair, and a secretary/treasurer from among its Executive Committee representatives.

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

Additionally, the Des Moines Area MPO establishes and supports, as needed, other subcommittees, roundtables, working groups, and advisory committees on various issues 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. The Des Moines Area MPO staff supports the various committees.

The figures on the following page outline the Des Moines Area MPO committee structure and MPO staff structure, respectively.

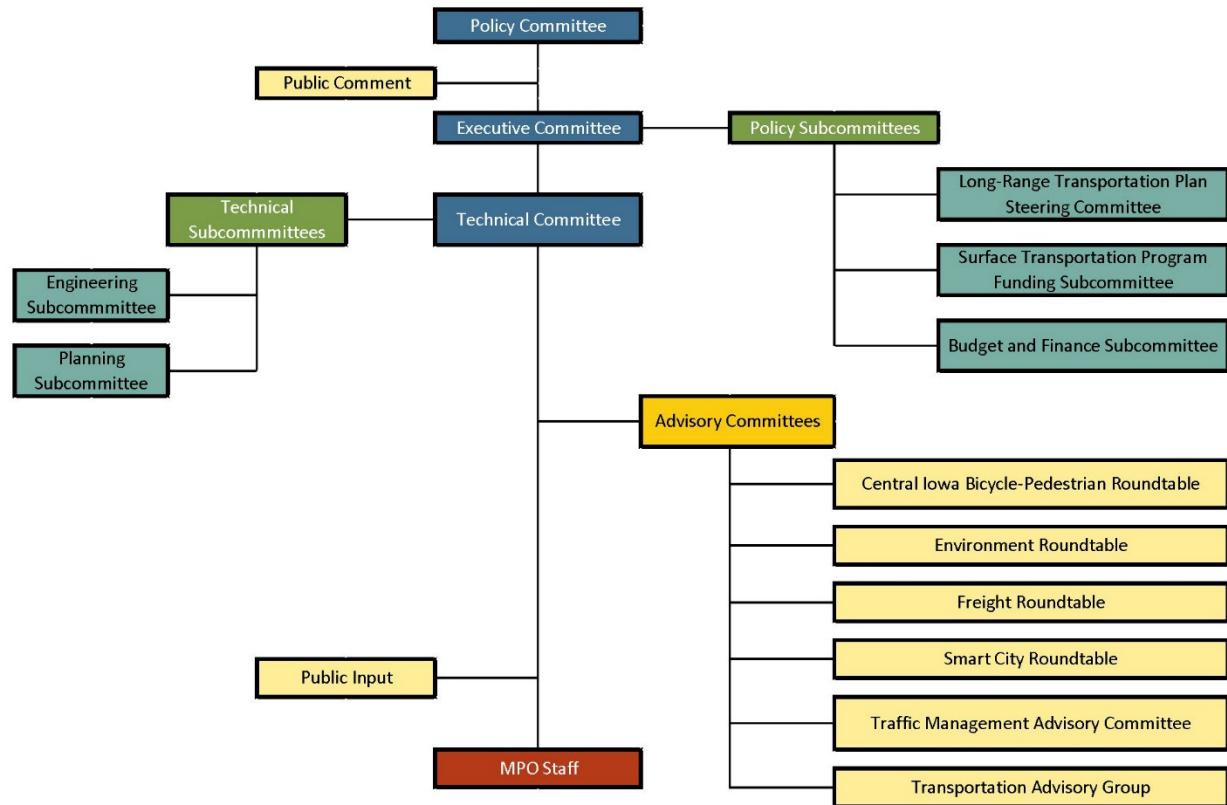


Figure 2: Des Moines Area MPO Committee and Structural Organization Chart

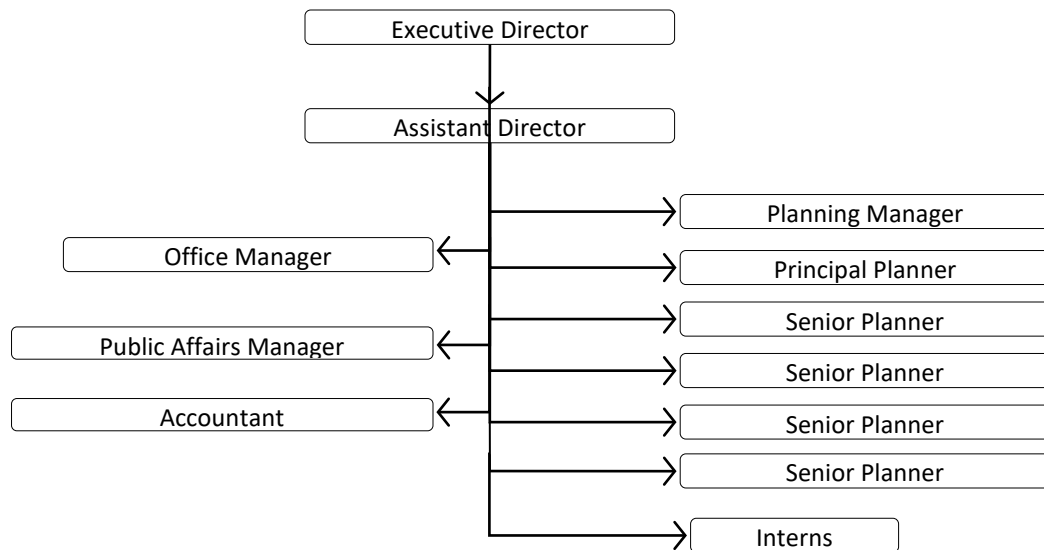


Figure 3: Des Moines Area MPO Staff Organization Chart

## **Budget**

The Des Moines Area MPO approves a budget annually in May as part of the required Unified Planning Work Program. Because it is a federally required organization, the Des Moines Area MPO receives operational funding from the U.S. DOT. These funds are matched with assessments paid by member governments. Currently, the assessment rate for voting member governments is \$1 per capita. Associate members, advisory members, and DART do not pay assessments. The Des Moines Area MPO also periodically receives grant funds for special projects.

## **Meetings**

The Des Moines Area MPO's three main committees – the Technical Committee, the Executive Committee, and the Policy Committee – meet monthly in consecutive weeks. A meeting calendar for these committees is included as Appendix B. Staff emails meeting agendas to committee representatives approximately one week in advance; meeting agenda also are published to the Des Moines Area MPO's website.


Subcommittees, roundtables, and other working groups set their own meeting schedules. Some committees meet regularly throughout the year, while others meet only when needed.

## **Requirements**

As noted previously, the Des Moines Area MPO provides a forum for local, state, and federal governmental entities, as well as the public and other interested regional partners, to plan the region's transportation system. To this end, the Des Moines Area MPO is required by federal regulations to produce certain work products. This section details those required work products.

### **Transportation Improvement Plan**

The Des Moines Area MPO is required to develop a Transportation Improvement Program (TIP), which lists all projects that will be implemented using Federal funds within the TIP's four-year timeframe. The Des Moines Area MPO's TIP is updated annually for compatibility with the Statewide Transportation Improvement Program development and approval process. State Transit Assistance (STA) and Statewide Transportation Enhancement (Statewide TE) funds are the only source of state funding shown in the TIP.



## **Long-Range Transportation Plan**

A Long-Range Transportation Plan (LRTP) must be updated, at a minimum, every five years. The plan must cover no less than a 20-year planning horizon and includes both projects and policies to undertake during that timeframe. Transportation projects must be identified in the plan to be considered for federal funding. Additionally, the LRTP must include:

- Projected transportation demand of persons and goods;
- Existing and proposed transportation facilities;
- Operational management strategies;
- Consideration of the congestion management process;
- Assessments of capital investments;
- Design concept and scope descriptions of existing and proposed transportation facilities;
- Types of environmental mitigation activities and potential areas to carry out these activities;
- Pedestrian walkway and bicycle facilities;
- Transportation and transit enhancement activities; and
- A financial plan.

The Des Moines Area MPO's current LRTP – Mobilizing Tomorrow – was adopted in November 2019.

## **Unified Planning Work Program**

The required Unified Planning Work Program (UPWP) represents the annual scope of work and budget for the Des Moines Area MPO's activities. Planning funds provided by the U.S. DOT and matching funds collected through member governments' assessments, as well as any special grants received, are used to develop the organization's budget

## **Public Participation Plan**

MPOs are required to develop a Public Participation Plan (PPP) to ensure that the public is adequately involved in the regional transportation planning process. The Des Moines Area MPO's PPP, updated in April 2021, outlines the Des Moines Area MPO's public outreach efforts. The Des Moines Area MPO engages the public through three primary components: public meetings, publications, and web-based technologies.

The Des Moines Area MPO schedules public input meetings to provide information to the public and to solicit public review and comment on Des Moines Area MPO documents and member government and agency projects.

The MPO also provides for public input through periodic newsletters and press releases as well as through web-based technologies including:

- Website, [www.dmampo.org](http://www.dmampo.org);
- [www.facebook.com/dmampo](https://www.facebook.com/dmampo);
- LinkedIn, [www.linkedin.com/company/des-moines-area-metropolitan-planning-organization](https://www.linkedin.com/company/des-moines-area-metropolitan-planning-organization); and,
- Twitter, [www.twitter.com/dmampo](https://www.twitter.com/dmampo).

### **Passenger Transportation Plan**

The Des Moines Area MPO is required to develop a Passenger Transportation Plan (PTP) at least once every five years. The PTP is a coordinated public transportation and human services plan with the purpose of improving transportation for persons with disabilities, low income populations, the elderly, and others who may have mobility constraints. The PTP identifies mobility needs, identifies possible solutions, and justifies the use of certain state and federal transit funding. The Des Moines Area MPO's PTP will be updated in FY 2023.

### **Congestion Management Process**

The Des Moines Area MPO's status as a Transportation Management Area (as an urban area with a population over 200,000) requires that it maintain a Congestion Management Process (CMP). The CMP identifies the metropolitan area's congestion issues, outlines a process to monitor congestion, and proposes a catalog of strategies and initiatives to manage congested areas. The Des Moines Area MPO last updated its CMP in November 2019 in conjunction with Mobilizing Tomorrow.

### **Awarding of Federal Funds**

One of the Des Moines Area MPO's primary responsibilities is to allocate certain federal transportation funds that are provided by the U.S. DOT to MPOs. There are two main types of funds that are awarded annually – Surface Transportation Block Grant (STBG) funds and Transportation Alternative Program (TAP) funds. STBG funds are intended to preserve and improve the conditions and performance on any Federal-aid highway, bridge, public road, pedestrian and bicycle infrastructure, and transit capital projects. TAP funds are used to support on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation, environmental mitigation, and safe routes to school projects

The Des Moines Area MPO annually receives from the U.S. DOT approximately \$15 million in STBG funds and another \$1.5 million in TAP funds, both of which are awarded to member communities for regional transportation projects. This process begins the solicitation of projects to Des Moines Area MPO's member governments, followed by project scoring and presentations of eligible projects, and concludes with a selection of projects to receive funding. The MPO's Surface Transportation Funding Subcommittee leads the efforts to review projects,

hear presentations from applicants, and make a funding recommendation to the MPO Executive Committee.

The Des Moines Area MPO has a set of STBG Guidelines which outline the scoring process and other parameters on which the Des Moines Area MPO should make its funding decisions. The guidelines indicate that the Des Moines Area MPO will strive to fund projects as follows:

<b>Project Type</b>	<b>Percent of Total Funding</b>
System Capacity/Roadway	30% maximum
Bridge Repair/Replacement	20% minimum
Major Reconstruction	25% minimum
System Optimization	15% minimum
Transit	10% minimum

Upon approval, these projects are then included the TIP. The Des Moines Area MPO is also involved with other federal funds, such as recommendations for annual appropriations. The TIP provides a listing of the various funding programs that assist with funding of transportation projects.

Jurisdictions 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.

### **Planning Factors**

The planning process undertaken by MPOs are guided by planning factors outlined in US Code. MPOs are required to provide for the consideration of projects and strategies that will:

- Support economic vitality.
- Increase safety of the transportation system.
- Increase the security of the transportation system.
- Increase the accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns.
- Enhance the integration and connectivity of the system across and between modes.
- Promote efficient system management and operations.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- Enhance travel and tourism.

## Self-Certification

The MPO must self-certify that it's planning process complies with several federal requirements, including:

- [23 U.S.C. 134](#) and 135, [49 U.S.C. 5303](#) and 5304, and this part;
- Title VI of the Civil Rights Act of 1964, as amended ([42 U.S.C. 2000d-1](#)) and [49 CFR part 21](#);
- [49 U.S.C. 5332](#), prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Section 1101(b) of the FAST Act ([Pub. L. 114-357](#)) and [49 CFR part 26](#) regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- [23 CFR part 230](#), regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- The provisions of the Americans with Disabilities Act of 1990 ([42 U.S.C. 12101 et seq.](#)) and [49 CFR parts 27](#), 37, and 38;
- The Older Americans Act, as amended ([42 U.S.C. 6101](#)), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- [23 U.S.C. 324](#), regarding the prohibition of discrimination based on gender; and
- Section 504 of the Rehabilitation Act of 1973 ([29 U.S.C. 794](#)) and [49 CFR part 27](#) regarding discrimination against individuals with disabilities.

The MPO underwent its quadrennial federal certification review in April 2021 and was found to be in compliance with these federal requirements.

## Performance-Based Planning Process

Beginning in 2012 with the passage of the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act and maintained with subsequent transportation bills, MPOs must follow a performance-based planning process. This process includes working collaboratively with the DOT and transit authorities to collect and share performance data, set performance targets and goals for the transportation system, and reporting on progress towards achieving set targets. The MPO has a performance management agreement with the Iowa DOT that is updated annually with the UPWP. The MPO also updated its memorandum of understanding with DART in February 2019 to address the performance-based planning process, among other updates.

## Planning Issues in the Region

As the Des Moines Area MPO prepares its annual work program it must understand the issues that influence transportation planning in the region. Long-range plans provide a vision and broad goals the region seeks to achieve, which in turn shape the Des Moines Area MPO's activities. The annual work program also is shaped by ongoing planning efforts, major projects under study or construction, issues related to transportation funding, and legislation, among others. The following describes these issues in more detail.

### **The Tomorrow Plan and Mobilizing Tomorrow**

In November 2013, the Des Moines Area MPO approved The Tomorrow Plan, which had been under development since 2010. Many of The Tomorrow Plan's strategies and initiatives impact transportation directly (such as promoting additional opportunities for public transportation, bicycling, and walking) or indirectly (such as promoting land uses patterns that result in more efficient infrastructure development).

On the heels of The Tomorrow Plan's development, the Des Moines Area MPO updated its long-range transportation plan. Mobilizing Tomorrow, the 2050 long-range transportation plan, was approved in November 2014 and updated in 2019. Mobilizing Tomorrow includes goals, objectives, measures, and strategies to achieve the transported-related elements outlined in The Tomorrow Plan. Mobilizing Tomorrow's goals include:

- Manage and optimize transportation infrastructure and services
- Enhance multimodal transportation options
- Improve the region's environmental health
- Further the health, safety, and well-being of all residents in the region.

The Des Moines Area MPO continues to monitor performance measures identified in the plan to achieve identified targets and goals, implement best practice recommendations, and complete projects included in the plan. In FY 2023, the Des Moines Area MPO will begin efforts to update the plan, which is due by November 2024.

### **Transportation Safety**

The current transportation bill – the Infrastructure Investment and Jobs Act (IIJA) – places an emphasis on roadway safety and encourages MPOs to pursue activities to reduce transportation-related fatalities and serious injuries. In FY 2023, the Des Moines Area MPO applied for and received an \$800,000 grant from the US DOT through the Safe Streets for All program. These funds will be used to develop a Safety Action Plan that outlines strategies, policies, and projects to improve transportation safety. By having this plan, the Des Moines Area MPO and its members will qualify for future US DOT implementation funds.

## **Transportation System Optimization**

Previous transportation bills, as well as the current transportation bill – the Infrastructure Investment and Jobs Act (IIJA) – outline the need for regions to manage and optimize the existing transportation system. Mobilizing Tomorrow incorporates this direction, placing increased emphasis on opportunities to maintain the current system and less emphasis on expanding the system. In FY 2015, the Des Moines Area MPO began to collect and analyze information related to bridge and pavement condition information, demonstrating costs necessary to maintain the system to desired levels when possible. This type of analysis is ongoing.

In FY 2019 the Des Moines Area MPO added a Smart Cities Roundtable to its organizational structure. The roundtable's goal is to help prepare the region for emerging technologies and to use Intelligent Transportation System (ITS) and other congestion management techniques to improve and optimize the transportation system. Also, in FY 2019 Iowa DOT launched an Integrated Corridor Management (ICM) effort in the Des Moines metropolitan area which the Des Moines Area MPO and its member governments have supported. As noted on the Iowa DOT's Des Moines ICM website, "the ICM concept provides a framework for coordinating among various modes of transportation and jurisdictions to deliver a safer, more reliable, and more convenient transportation system in a more cost-effective manner compared to adding more lanes." This effort will continue into FY 2023, after which the Des Moines Area MPO will work to amend results into Mobilizing Tomorrow.

The Des Moines Area MPO is currently working to update the region's Intelligent Transportation System (ITS) Architecture. The ITS Architecture will support the Des Moines Area MPO's CMP and the Iowa DOT's ICM effort by providing an inventory of the region's ITS network and identifying opportunities to further expand and integrate the network. These efforts will better enable the Des Moines Area MPO and its member governments to address transportation issues with lower-cost operational solutions as opposed to higher-cost capital solutions and integrate smart city solutions. The ITS effort coincides with similar efforts by the Iowa DOT, the City of Des Moines, and a coalition of western suburban communities. This work will continue in FY 2023.

## **Multimodal Opportunities**

Mobilizing Tomorrow calls for increased transit ridership, additional bicycle lanes and trails, and higher commuting levels by biking, walking, transit, and carpooling. The Des Moines Area MPO intends to support these objectives by undertaking or participating in a variety of activities, particularly those related to Complete Streets, land use/transportation coordination, Safe Routes to Schools, and related efforts to reduce single-occupant vehicle trips.

Additionally, DART has initiated the update to its long-range service plan, DART Forward 2035. The Des Moines Area MPO will provide technical and policy assistance to DART, as needed,

throughout this process. DART also continues to pursue the development of rapid transit service in the metro, which the Des Moines Area MPO will continue to support as needed.

### **Public Health**

Over the last several years the Des Moines Area MPO has focused on ways that transportation infrastructure and policies can be used to improve the region's public health. Through grant funding assistance from the Wellmark Foundation, the Des Moines Area MPO has supported both policy development, such as model Complete Street policies and Safe Routes to School efforts, as well as quick-start project implementation. This has helped aid the adoption of more local complete street policies by MPO member communities.

The Des Moines Area MPO continues to integrate public health-related work into its overall planning activities. Complete Street and Safe Routes to Schools planning is being incorporated into bicycle-pedestrian planning efforts, specifically examining the presence and quality of sidewalks near schools and transit stops. Public health also plays a role in the Des Moines Area MPO's work with watershed management, air quality, and climate change efforts.

### **Freight System Enhancement**

Freight stakeholders have worked over the past few years to study the need for additional freight facilities in the metro area. In FY 2015, the Des Moines Area MPO commissioned the Des Moines Area Rail Port Study, which identified the feasibility of a transload facility along the Southeast Connector in Des Moines. In recent years the Des Moines Area MPO received a \$1.7 million loan from the Iowa DOT through the Railroad Revolving Loan and Grant Program and an \$11.2 million BUILD grant from the US DOT to help construct the facility. In FY 2019, the Des Moines Area MPO worked with partners to select an operator for the facility. Construction of the facility will concluded in FY 2022; the Des Moines Area MPO will finish administering the Iowa DOT loan and BUILD grant in FY 2023.

### **Environmental Health**

The Des Moines Area MPO has become more involved in environmental-related initiatives in recent years. Over the last few years, the Des Moines Area MPO participated in activities of Watershed Management Authorities, directly leading efforts for the Walnut Creek Watershed and helping to facilitate regional coordination among the watershed management authorities. Since FY 2017, the Polk Soil and Water Conservation District and later Polk County, as the organization tasked with overseeing the administration of the existing WMAs in the Des Moines region, have contracted with the Des Moines Area MPO for continued policy and facilitation support.

The Des Moines Area MPO also has worked through its Environment Roundtable to bring environmental-related best-practices to its member governments. Examples include green streets, resource protection, and flood mitigation policies. In FY 2022, the Des Moines Area

MPO became a regional affiliate member ofICLEI, a network of local governments focused on sustainability. Through this relationship the Des Moines Area MPO can help its members with greenhouse gas inventories and related technical assistance.

In FY 2015 the Iowa Department of Natural Resources (IDNR) contracted with the Des Moines Area MPO to develop a water trails plan for Des Moines metropolitan area. This plan identifies opportunities for increased water access and enhancing citizen experiences in and along urban water ways. The Greater Des Moines Water Trails and Greenways Plan was adopted by the Des Moines Area MPO in November 2016. The Des Moines Area MPO administered an engineering feasibility study, which concluded in FY 2019, to help refine costs for the plan's recommendations. In FY 2020, the Des Moines Area MPO, on behalf of a larger Central Iowa Water Trails consortium, received a \$25 million BUILD grant for a component of the downtown water trails project. The Des Moines Area MPO is working with regional partners to implement the project.

More recently, the Des Moines Area MPO has been examining greenhouse gas emissions for the metropolitan area. This information includes a breakdown of the amount of each MPO member jurisdiction's carbon dioxide emissions by sector (transportation, commercial, industrial, and residential). The Des Moines Area MPO will continue to refine and expand on this data.

### **Data Collection, Analysis, and Modeling**

The Des Moines Area MPO continues to expand its capabilities for collecting and analysis data to support the planning process. Since completing Mobilizing Tomorrow in 2014, the Des Moines Area MPO produces data reports on a regular basis for presentation to its committees and the public. In FY 2022, the Des Moines Area created a data dashboard, <https://dmampo.org/performance-measures/>, to better communicate and share this information with its member governments and the public more easily. Work will continue in FY 2023 to expand and refine this data dashboard.

With performance measure requirements prescribed in Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) that have continued into the current transportation bill, the Des Moines Area MPO has placed increased emphasis on data collection and analysis. The Des Moines Area MPO recently began purchasing new trail counters which will eventually replace existing trail counters purchased over a decade ago and which are becoming obsolete. The Des Moines Area MPO also developed the Iowa Data Bike in FY 2018. This bicycle uses an electric-assist cargo bike equipped with an iPhone running software that collects pavement roughness, a camera that takes pictures of the trail surface, and a second camera that takes 360-degree pictures of the trail. The Iowa Data Bike allows for the collection of trail surface conditions which can then be analyzed to inform jurisdictions of trail maintenance needs and costs. Since its development, the Des Moines Area MPO conducts an annual assessment of trail continues. This will continue in FY 2023. Also in FY 2023, the Des Moines Area MPO has partnered with InTrans at Iowa State University to forecast trail-related maintenance needs to assist with

member government budgeting and will examine opportunities to refine the Iowa Data Bike's data collection capabilities.

### **Urban/Rural Issues**

The region's growth continues to bring many opportunities yet also some challenges. These challenges may be further exacerbated following the 2020 Census which will redefine areas of Central Iowa designated as "urban" vs "rural". In particular, urban/rural definitions influence certain federal transportation funding, specifically transit funding, which may affect the service areas of DART and HIRTA. Additionally, projects such as the proposed designation of the US 65/Iowa 5 bypass to an interstate is complicated by conflicting urban and rural/agricultural interests. The Des Moines Area MPO will work to proactively identify and mitigate these issues over the coming years.

### **Transportation Legislation and Funding**

The Des Moines Area MPO is charged with providing a forum for its member governments to make decisions on how to use limited funding available for transportation. Legislation at the state and federal level affects the amount and type of funding available to the Des Moines Area MPO and its member governments, as well as the planning requirements that must be followed in order to use this funding. For example, in 2012, Congress passed a new federal transportation bill, MAP-21 which required that MPOs implement a performance-based planning process when making decisions on transportation investments. The most recent transportation bill, the Infrastructure Investment and Jobs Act, was passed in late 2022. The Des Moines Area MPO will continue to monitor requirements as they are finalized at the state and federal level and will make adjustments to its planning process as necessary.

The Des Moines Area MPO must also stay abreast of state and federal transportation funding programs. The US DOT RAISE (Revitalizing American Infrastructure with Sustainability and Equity, formerly known as BUILD and TIGER) program is one example of funding available to the Des Moines Area MPO and its member governments for transportation improvements. Because these funding opportunities are limited, the Des Moines Area MPO must work to ensure any projects that are submitted for applications are of the highest priority to the region, are justified through sound planning practices, and are included or amended into the Des Moines Area MPO's long-range transportation plan and Transportation Improvement Program.

### **Strategic Plan Implementation**

The Des Moines Area MPO approved its first strategic plan in January 2018. The five-year plan outlines an overall direction for the organization and focuses on issues related to its core program, external relationships, governance, sustainability, communications, and organizational infrastructure. The six goals of the strategic plan are as follows:

1. Implement programs and services consistent with vision and mission to meet
- 

requirements, fulfill needs, and lead to a more unified vision and plan for the region.

2. Develop and maintain mutually beneficial working relationships outside the MPO.
3. Ensure all MPO members feel adequately represented in broad-based deliberations and decisions.
4. Maintain a financially sound, strategic, and adaptive organization.
5. Provide relevant and educational information commensurate with the expertise of the MPO.
6. Ensure organizational infrastructure to support MPO mission.

The Des Moines Area MPO periodically conducts performance surveys to gauge MPO member and representative satisfaction with the organization and to recalibrate focus on the strategic plan. As the organization moves into the final year of its five-year plan, the Des Moines Area MPO will look at updating the strategic plan.



## Appendix A: Committee Representation

### MPO Policy Committee | Primary Representatives | Chair Bob Andeweg

<b>Representing</b>	<b>Name</b>	<b>Title</b>
City of Altoona	Dean O'Connor	Mayor
City of Ankeny	Mark Holm	Mayor
City of Ankeny	David Jones	City Manager
City of Bondurant	Doug Elrod	Mayor
City of Carlisle	Ruth Randleman	Council Member
City of Clive	Ted Weaver	Council Member
City of Cumming+	Kathie Hungerford	Council Member
City of Des Moines	Frank Cownie	Mayor
City of Des Moines	Connie Boesen	Council Member
City of Des Moines	Joe Gatto	Council Member
City of Des Moines	Josh Mandelbaum	Council Member
City of Des Moines	Carl Voss	Council Member
City of Elkhart+	Chad Sands	City Administrator
City of Grimes	Scott Mikkelsen	Mayor
City of Indianola+	Stephanie Erickson	Mayor
City of Johnston	Jim Evans	Council Member
City of Mitchellville	Tammi Dillavou	City Administrator
City of Norwalk	Stephanie Riva	Council Member
City of Pleasant Hill	Len Murray	Council Member
City of Polk City	Jeff Walters	Council Member
City of Urbandale	Robert Andeweg	Mayor
City of Van Meter+	Travis Brott	Council Member
City of Waukee	Courtney Clarke	Mayor
City of West Des Moines	Matthew McKinney	Council Member
City of West Des Moines	Tom Hadden	City Manager
City of Windsor Heights	Mike Jones	Mayor
Dallas County	Mark Hanson	County Supervisor
Madison County+	Heather Stancil	County Supervisor
Polk County	Tom Hockensmith	County Supervisor
Warren County	Mark Snell	County Supervisor
Iowa DOT++	Andy Loonan	District 1 Transportation Planner
DART	Luis Montoya	Chief Planning Officer
DSM Airport++	Keven Foley	Director
HIRTA++	Julia Castillo	Executive Director
FHWA++	Darla Hugaboom	Iowa Division
FTA++	Gerri Doyle	Region 7

+Associate, Non-Voting Member

++Advisory, Non-Voting Member

**MPO Policy Committee | Alternate Representatives**

<b>Representing</b>	<b>Name</b>	<b>Title</b>
City of Altoona	Jeremy Boka	Council Member
City of Ankeny	Bobbi Bentz	Council Member
City of Ankeny	Michael Schrock	Assistant City Manager
City of Bondurant	Marketa Oliver	City Administrator
City of Carlisle	Drew Merrifield/Deven Markley	Mayor/City Administrator
City of Clive	Eric Klein	Council Member
City of Cumming+	Martin Squier	Council Member
City of Des Moines	Scott Sanders	City Manager
City of Des Moines	Matt Anderson	Deputy City Manager
City of Des Moines	Pam Cooksey	Assistant City Manager
City of Des Moines	Malcolm Hankins	Assistant City Manager
City of Des Moines	Vacant	
City of Elkhart	Nathan Gillmore	Council Member
City of Grimes	Jake Anderson	City Administrator
City of Indianola+	Charlie Dissell	Community Development Director
City of Johnston	Tom Cope	Council Member
City of Mitchellville	Nicholas Murrow	Mayor
City of Norwalk	Tom Phillips	Mayor
City of Pleasant Hill	Mark Konrad	Council Member
City of Polk City	Steve Karsjen	Mayor
City of Urbandale	AJ Johnson	City Manager
City of Van Meter+	Liz Faust	City Administrator
City of Waukee	Brad Deets	City Administrator
City of West Des Moines	Jamie Letzring	Deputy City Manager
City of West Des Moines	Laura Reveles	Assistant to the City Manager
City of Windsor Heights	Michael Libbie	Council Member
Dallas County	Brad Golightly/Kim Chapman	County Supervisor
Madison County+	Tom Leners	Madison County Development Group
Polk County	Robert Brownell	County Supervisor
Warren County	Darren Heater	County Supervisor
Iowa DOT++	Garrett Pederson	Bureau of Systems Planning
DART	Erin Hockman	Chief External Affairs Officer
DSM Airport++	Alan Gaff	Director of Operations
HIRTA++	Brooke Ramsey	Business Development Manager
FHWA++	Sean Litteral	Iowa Division
FTA++	Dan Nguyen	Region 7

+Associate, Non-Voting Member

++Advisory, Non-Voting Member

**MPO Executive Committee | Chair Bob Andeweg**

<b>Representing</b>	<b>Name</b>	<b>Title</b>
City of Urbandale	Robert Andeweg	Chair, NW Subarea Representative
City of Norwalk	Stephanie Riva	Vice Chair, SW Subarea Representative
City of Clive	Ted Weaver	Secretary/Treasurer SW Subarea Representative
City of Des Moines	Joe Gatto	Former Chair/Ex Officio, Des Moines Representative
City of Ankeny	Mark Holm	Ankeny Representative
City of Des Moines	Frank Cownie	Des Moines Representative
Polk County	Tom Hockensmith	Polk County Representative
City of West Des Moines	Matthew McKinney	West Des Moines Representative
City of Altoona	Dean O'Connor	East Subarea Representative
City of Pleasant Hill	Len Murray	East Subarea Representative
City of Polk City	Jeff Walters	NW Subarea Representative

**MPO Surface Transportation Program (STP) Funding Subcommittee | Chair Tom Hadden**

<b>Representing</b>	<b>Name</b>	<b>Title</b>
City of Ankeny	David Jones	City Manager
City of Bondurant	Marketa Oliver	City Administrator
City of Carlisle	Ruth Randleman	Council Member
City of Clive	John Edwards	Council Member
City of Des Moines	Scott Sanders	City Manager
City of Urbandale	Curtis Brown	Assistant City Manager
City of West Des Moines	Tom Hadden	City Manager
Polk County	Tom Hockensmith	County Supervisor
City of Norwalk	Stephanie Riva	Council Member

**Finance and Budget Subcommittee | Chair Ted Weaver**

<b>Representing</b>	<b>Name</b>	<b>Title</b>
City of Ankeny	Jenn Sease	Administrative Services Director
City of Clive	Ted Weaver	Council Member   MPO Policy Committee Secretary/Treasurer
City of Des Moines	Nickolas Schaul	Finance Director
City of Johnston	Teresa Rotschafer	Assistant City Administrator /Finance
City of Pleasant Hill	Len Murray	Council Member   MPO Executive Committee
City of Waukee	Courtney Clarke	Mayor   MPO Policy Committee
City of West Des Moines	Tim Stiles	Finance Director

**MPO Transportation Technical Committee | Primary Representatives | Chair Steve Naber**

<b>Representing</b>	<b>Name</b>	<b>Title</b>
City of Altoona	John Dostart	City Engineer
City of Ankeny	Mark Mueller	Public Works Director
City of Ankeny	Amy Quartell	City Engineer
City of Bondurant	John Horton	Public Works Director
City of Carlisle	Mitch Holtz	Consultant/City Engineer
City of Clive	Jeff May	Public Works Director
City of Cumming+	Rita Connor	City Administrator
City of Des Moines	John Davis	City Traffic Engineer
City of Des Moines	Steve Naber	City Engineer
City of Des Moines	Michael Ludwig	Deputy Director of Development Services
City of Elkhart	Angie Schaffer	City Council Member
City of Grimes	Matt Ahrens	City Engineer
City of Indianola+	Charlie Dissell	Director of Community Development
City of Johnston	David Wilwerding	Community Development Director
City of Mitchellville	Paul Green	Public Works Director
City of Norwalk	Luke Parris	Community Development Director
City of Pleasant Hill	Madeline Sturms	Assistant City Manager/ Community Development Director
City of Polk City	Mike Schulte	Public Works Director
City of Urbandale	John Larson	Director of Engineering and Public Works
City of Van Meter+	Dave Herman	Public Works Director
City of Waukee	Rudy Koester	Public Works Director/City Engineer
City of West Des Moines	Eric Peterson	Traffic Engineer
City of West Des Moines	Karen Marren	Planner
City of Windsor Heights	Justin Ernst	City Engineer
Dallas County	Murray McConnel	Planning & Zoning Director
DART	Luis Montoya	Planning and Development Manager
DSM++	Clint Torp	Director of Operations
FHWA++	Darla Hugaboom	Iowa Division
FTA++	Mark Bechtel	Region 7
HIRTA++	Julia Castillo	Executive Director
Iowa DOT++	Andy Loonan	District 1 Transportation Planner
Madison County+	Tom Leners	Madison County Development Group
Polk County	Bret VandeLune	Land Use Planning Manager
Warren County	David Carroll	County Engineer
+Associate, Non-Voting Member		++Advisory, Non-Voting Member

**MPO Transportation Technical Committee | Alternate Representatives**

<b>Representing</b>	<b>Name</b>	<b>Title</b>
City of Altoona	Scott Atzen	Public Works Director
City of Ankeny	Adam Lust	Engineering Manager
City of Ankeny	Vacant	
City of Bondurant	Maggie Murray	Planning & Community Development Director
City of Carlisle	Tony Rhinehart	Public Works Superintendent
City of Clive	Jim Hagelie	City Engineer
City of Cumming+	Vacant	
City of Des Moines	Bert Drost	Senior City Planner
City of Des Moines	Thomas Vlach	Deputy City Engineer
City of Des Moines	Jennifer Dakovich	Principal Traffic Engineer
City of Elkhart	Steve Allen	City Council Member
City of Grimes	Alex Phaltzgraff	Community Services Director
City of Indianola+	Akhliesh Pal	Public Works Director
City of Johnston	Matt Greiner	Public Works Director
City of Mitchellville	Adam McCann	Public Works Operator
City of Norwalk	Elliot Klimowski	City Planner
City of Pleasant Hill	Ben Champ	City Manager
City of Polk City	Randy Franzen	Public Works Supervisor
City of Urbandale	Kristin Brostrom	Assistant Director of Engineering
City of Van Meter+	Vacant	
City of Waukee	Andy Kass	Community Development Director
City of West Des Moines	Brian Hemesath	City Engineer
City of West Des Moines	Kara Tragesser	Planner
City of Windsor Heights	Vacant	Public Works Director
Dallas County	Al Miller	County Engineer
DART	Tony Filippini	Transit Planner
DSM++	Brian Belt	Director of Engineering & Planning
FHWA++	Vacant	
FTA++	Dan Nguyen	Region 7
HIRTA	Brooke Ramsey	Business Development Manager
Iowa DOT++	Garrett Pederson	Bureau of Systems Planning
Madison County+	Tom Leners	Madison County Development Director
Polk County	Kurt Bailey	County Engineer
Warren County	Tim Hill	Operations Assistant
+Associate, Non-Voting Member		++Advisory, Non-Voting Member

**Advisory Committees\***

<b>Committee</b>	<b>Chair/Organizer</b>
Transportation Advisory Group	Catlin Curry, DART & Brooke Ramsey, HIRTA
Central Iowa Bicycle-Pedestrian Roundtable	Vern Willey II, City of Altoona
Freight Roundtable	Ron DeVries, Ruan Transportation Management Systems
Traffic Management Advisory Committee	N/A
Environment Roundtable	Chris Widmer, City of Pleasant Hill
Smart City Roundtable	N/A

\* Committees open to all interested parties. Any individuals listed under 'chair/organizer' help aid and/or coordinate certain efforts. The groups are otherwise collaborative and aided by MPO staff.

## Appendix B: Calendar Year 2023 Meeting Dates

MPO Technical Committee	MPO Executive Committee	MPO Policy Committee
Thursday, January 5	Wednesday, January 11	Thursday, January 19
Thursday, February 2	Wednesday, February 8	Thursday, February 16
Thursday, March 2	Wednesday, March 8	<b>**No Meeting</b>
Thursday, April 6	Wednesday, April 12	Thursday, April 20
Thursday, May 4	<b>Wednesday, May 17*</b>	Thursday, May 18
Thursday, June 1	Wednesday, June 7	Thursday, June 15
Thursday, July 6	Wednesday, July 12	<b>**No Meeting</b>
Thursday, August 3	Wednesday, August 9	Thursday, August 17
Thursday, September 7	Wednesday, September 13	Thursday, September 21
Thursday, October 5	Wednesday, October 11	Thursday, October 19
Thursday, November 2	Wednesday, November 8	Thursday, November 16
Thursday, December 7	Wednesday, December 13	<b>**No Meeting</b>

**\*Meeting date may change due to Greater Des Moines Partnership DC trip.**

**\*\*MPO Executive and Policy Committee approved the elimination of Policy meetings in March, July and December**

## Appendix C: Commonly Used Acronyms

ACS .....	American Community Survey
BIL.....	Bipartisan Infrastructure Law of 2021, aka, Infrastructure Investment & Jobs Act
BUILD.....	Better Utilizing Investments to Leverage Development
CAP .....	Cost Allocation Plan
CFR .....	Code of Federal Regulations
CIHTF .....	Central Iowa Housing Trust Fund
CIRTPA.....	Central Iowa Regional Transportation Planning Alliance
CMP .....	Congestion Management Process
CONNECT.....	Central Iowa Bicycle and Pedestrian Transportation Plan
DART.....	Des Moines Area Regional Transit Authority
DNR .....	Department of Natural Resources
DOT .....	Department of Transportation
DSM.....	Des Moines International Airport
EDA.....	Economic Development Authority
EDD.....	Economic Development District
EJ .....	Environmental Justice
FAST Act .....	Fixing Americas Surface Transportation Act
FFCS.....	Federal Functional Classification System
FHWA .....	Federal Highway Administration
FRA .....	Federal Rail Administration
FTA .....	Federal Transit Administration
FY.....	Fiscal Year
FFY.....	Fiscal Federal Year
GDMP .....	Greater Des Moines Partnership
GIS .....	Geographic Information Systems
HIRTA.....	Heart of Iowa Regional Transit Agency
HTF .....	Housing Trust Fund
HY .....	Horizon Year
ICAAP.....	Iowa's Clean Air Attainment Program
ICM .....	Integrated Corridor Management
IJR .....	Interchange Justification Report
IIJA.....	Infrastructure Investment and Jobs Act of 2021, aka, Bipartisan Infrastructure Law
InTrans .....	Iowa State University Center for Transportation and Research
IPMP .....	Iowa Pavement Management Program
IPMS .....	Iowa's Pavement Management System
ITS.....	Intelligent Transportation Systems
LRTP.....	Long-Range Transportation Plan
MIPA.....	Mid-Iowa Planning Alliance for Community Development
MOU.....	Memorandum of Understanding
MPA.....	Metropolitan Planning Area
MPO .....	Metropolitan Planning Organization
NASCO .....	North America's Corridor Coalition
NCHRP .....	National Cooperative Highway Research Program

NHTS.....	National Household Travel Survey
PM .....	Performance Measure
PPP .....	Public Participation Plan
PTP .....	Passenger Transportation Plan
RAISE .....	Rebuilding American Infrastructure with Sustainability and Equity
SRTS.....	Safe Routes to Schools
SS4A.....	Safe Streets for All
STBG .....	Surface Transportation Block Grant
TAG.....	Transportation Action Group
TAP .....	Transportation Alternatives Program
TAZ .....	Traffic Analysis Zone
TCIP .....	Transportation Capital Improvement Program
TDM.....	Travel Demand Management
TIM .....	Traffic Incident Management
TIP .....	Transportation Improvement Program
TMA.....	Transportation Management Area
TMAC.....	Traffic Management Advisory Committee
TPMS .....	Transportation Program Management System
TTC .....	Transportation Technical Committee
UPWP .....	Unified Planning Work Program
WMA .....	Watershed Management Authority



## Appendix D: Links to Key Documents

- [Link to 28E Agreement](#)
- [Link to Bylaws](#)
- [Link to Strategic Plan](#)
- [Link to 2021 US DOT Certification Report](#)
- [Link to US DOT's Transportation Planning Process Briefing Book: Key Issues for Transportation Decisionmakers, Officials, and Staff](#)




Ever mindful of future generations,

**we collaborate across  
political boundaries**

to achieve social, economic, and  
environmental resilience for

**Greater Des Moines**

A white silhouette of a city skyline is positioned at the bottom of the page, spanning the width of the text area.

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

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