



# DES MOINES AREA MPO

## Policy Committee Meeting

September 21, 2023



DES MOINES AREA  
**MPO**  
METROPOLITAN PLANNING ORGANIZATION

# **APPROVAL OF AGENDA**

# September 21, 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: Approval of Credit Card Application
6. PUBLIC COMMENT on MPO Actions
7. PRESENTATION: SS4A Project Applications in Des Moines
8. REPORT and VOTE: FFY 2024-2027 Transportation Improvement Program Amendments
9. REPORT and VOTE: FY 2025 Iowa Clean Air Attainment Program Pre-Applications
10. REPORT and VOTE: Safe Streets and Roads for All Grant Agreement
11. REPORT and OPTIONAL VOTE: MPO 2020 Urban Area Boundary Update
12. REPORT: Executive Director Search
13. REPORT: Water Trails BUILD Grant Update
14. REPORT: Director Report
15. Other Non-Action Items of Interest to the Committee
16. Next Meeting Date – October 19, 2023 – 4:00 p.m.
17. Adjournment

# **APPROVAL OF MEETING MINUTES**

# **APPROVAL OF THE FINANCIAL STATEMENT**

# **APPROVAL OF CREDIT CARD APPLICATION**

# **PUBLIC COMMENT ON MPO ACTIONS**

# **SS4A PROJECT APPLICATIONS IN DES MOINES**



# Safe Streets and Roads for All (SS4A) Grant Program

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Steven L. Naber, P.E.  
City Engineer  
City of Des Moines

9/7/2023



## RIGHTSIZING DSM

Safe Streets and Roads for All

# Safe Streets and Roads for All (SS4A) Grant Program

- The Infrastructure Investment and Jobs Act (Pub. L. 117–58, November 15, 2021), also referred to as the Bipartisan Infrastructure Law, established the new SS4A discretionary program, with \$5 billion in appropriated funds over 5 years, 2022-2026.
- SS4A Grant Purpose: improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through safety action plan development and refinement and implementation focused on all users.
- SS4A program provides funding for two types of grants:
  - Planning and Demonstration Grants (\$100,000 to \$10 million)
  - Implementation Grants (\$2.5 million to \$25 million)
- SS4A requires an eligible Action Plan be in place before applying to implement projects and strategies.

# Safe Streets and Roads for All (SS4A) Grant Program



Successful grant applications will:

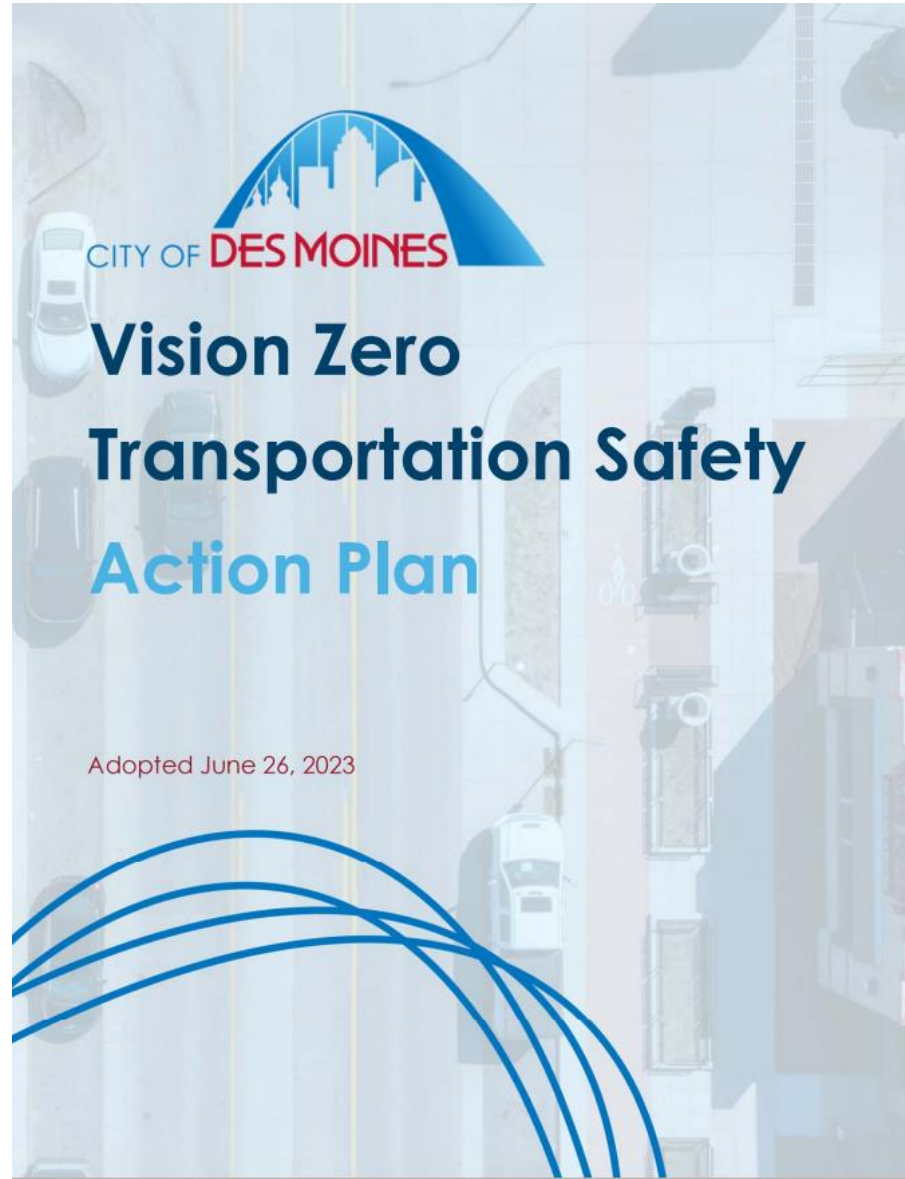
- Promote safety to prevent death and serious injuries on public roadways;
- Employ low-cost, high-impact strategies that can improve safety over a wide geographic area;
- Ensure equitable investment in the safety needs of underserved communities, which includes both underserved urban and rural communities;
- Incorporate evidence-based projects and strategies and adopt innovative technologies and strategies;
- Demonstrate engagement with a variety of public and private stakeholders; and
- Align with the Department's mission and Strategic Goals such as safety; climate change and sustainability; equity and Justice40; and workforce development, job quality, and wealth creation.

# Action Plan

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Vision Zero is a goal  
to eliminate deaths  
and serious injuries  
altogether  
on all streets  
in Des Moines  
by 2040.



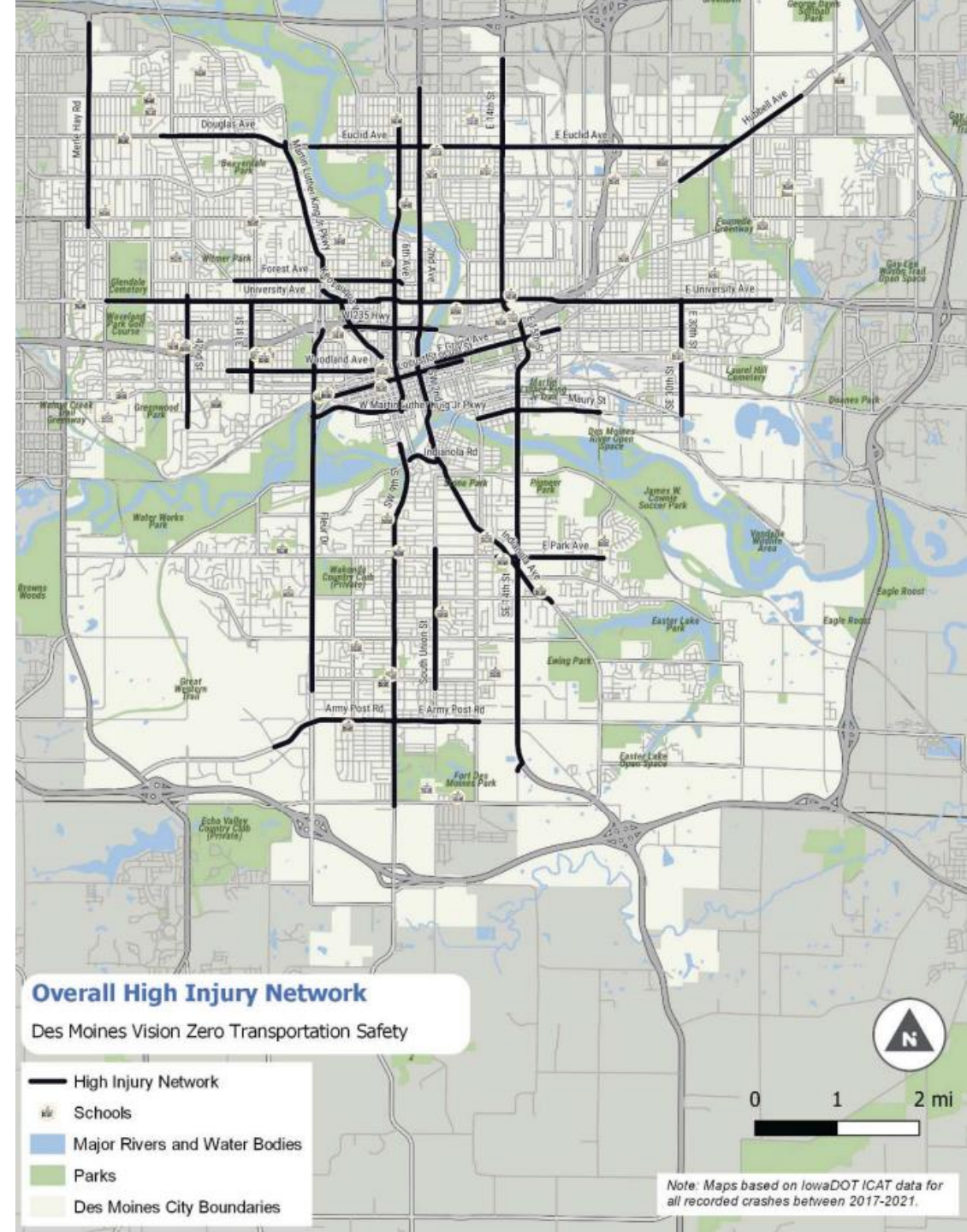


# Action Plan

## What is a High Injury Network (HIN)?

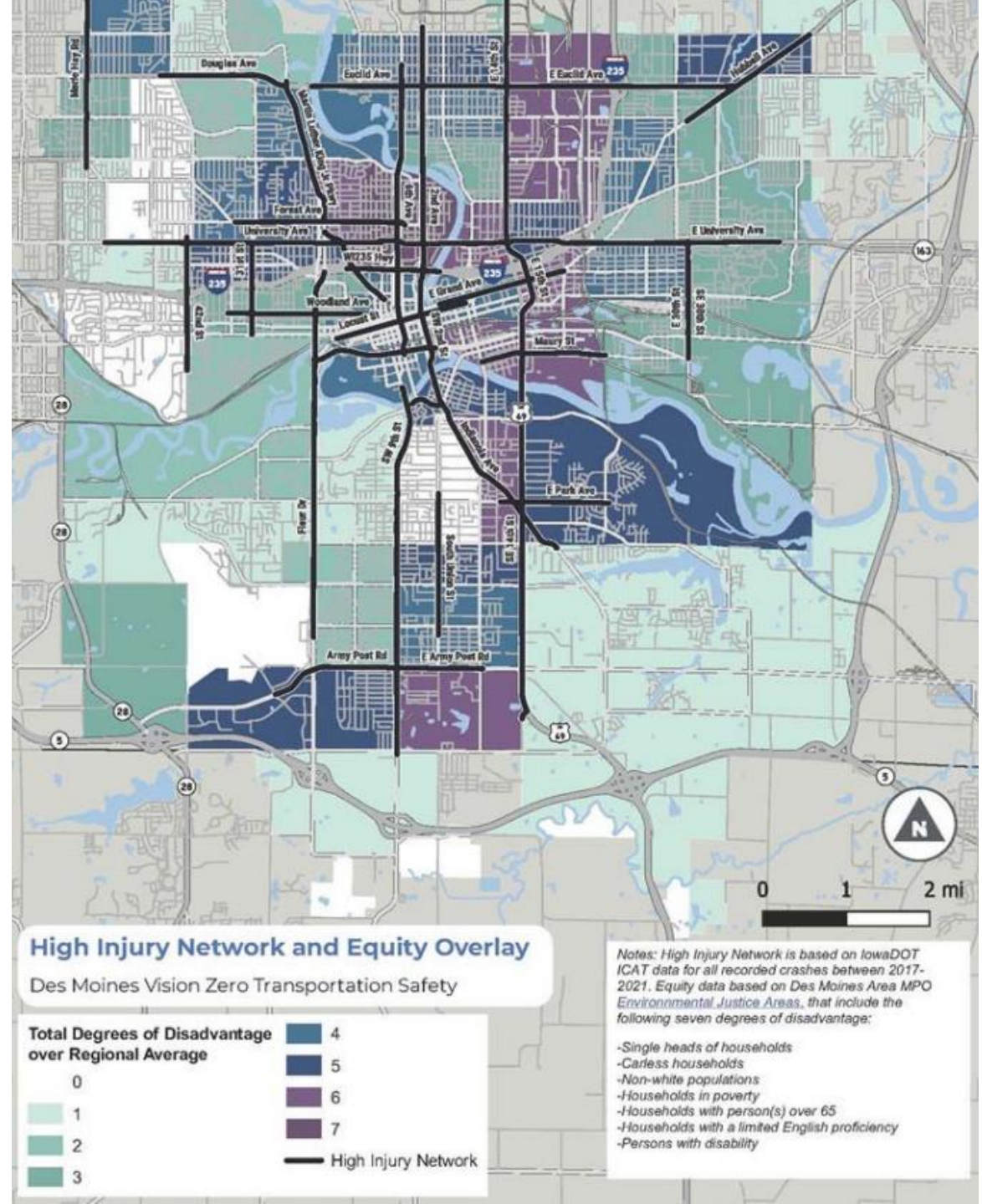
Streets where recorded crashes from 2017-2021 have resulted in death or serious injury and have happened more often in Des Moines.

While the HIN accounts for **7.4% of roadway miles**, **59% of KSI crashes** happened on the HIN in Des Moines.



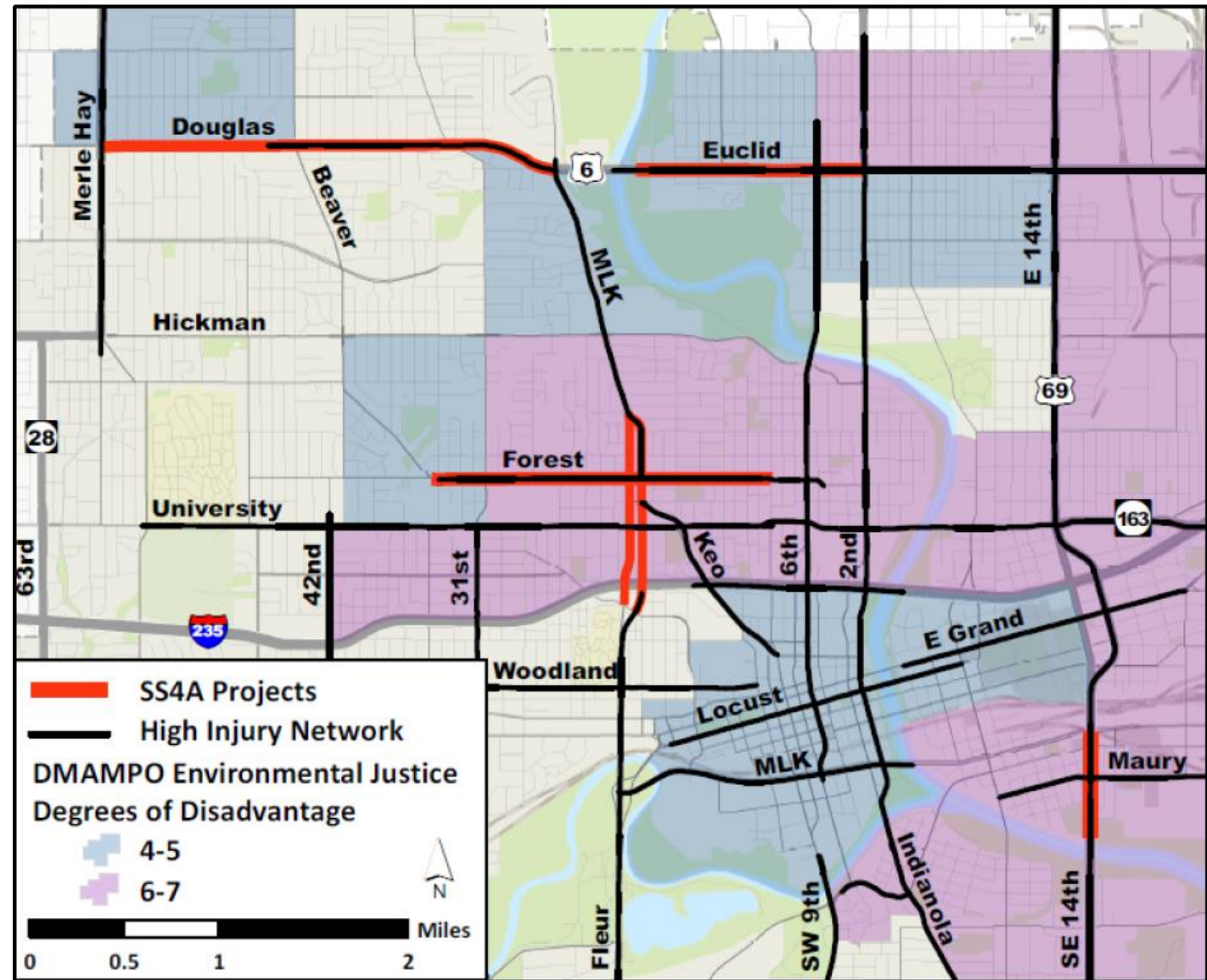


# Action Plan



# Recommended Capital Improvement Projects for SS4A Grant

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# Recommended Capital Improvement Projects for SS4A Grant



## Martin Luther King Jr. Parkway & 19<sup>th</sup> Street

from Cottage Grove Avenue to Mondamin Avenue

## Douglas Avenue (U.S. 6)

from Merle Hay Road to Martin Luther King Jr. Parkway

## Euclid Avenue (U.S. 6)

from Des Moines River to 2nd Avenue

## Forest Avenue

from Beaver Avenue to 9th Street

## SE 14th Street (U.S. 69) & Maury Street Intersection



# Recommended Capital Improvement Projects for SS4A Grant

## Martin Luther King Jr. Parkway & 19<sup>th</sup> Street

from Cottage Grove Avenue to Washington Avenue

AADT: 10,600 (MLK), 10,700 (19th)

Function Classification/Typology:  
Principal Arterial/Regional Mixed Use

Routes: Transit, Truck, Bike

Crash Rate: 6 MVMT

IDOT PCR Intersection Ranking:  
9 of 15 “High” or “Medium”

Predominant Crash Types:  
Rear End, Broadside, Sideswipe

Safety Countermeasures:

 Road Diets (Rightsizing)

 Walkways

 Bicycle Facilities

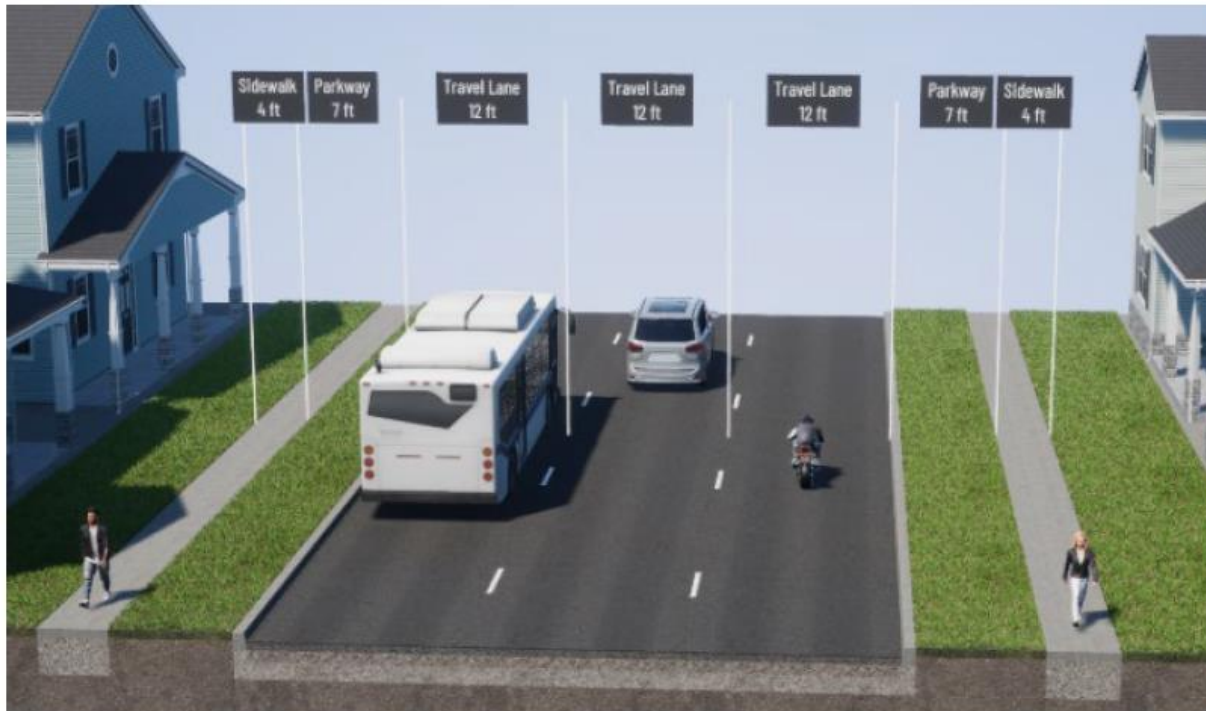
 Credible Speed limit

Concern/Issue	Safety Countermeasures
Safe Transportation Options	<ul style="list-style-type: none"><li>• Provide a shared-use path including a connection over Interstate 235</li><li>• Fill sidewalk gaps to provide continuous sidewalks</li><li>• Provide curb extensions where on-street parking is provided to shorten pedestrian crossing distances</li></ul>
Crashes (rear end, broadside, and sideswipe)	<ul style="list-style-type: none"><li>• Rightsizing to reduce the number of travel lanes and vehicle speeds</li></ul>
Speeding	<ul style="list-style-type: none"><li>• Rightsizing to reduce the number of travel lanes and vehicle speeds</li><li>• Reduce the speed limit based on credible speed analysis</li></ul>

# Recommended Capital Improvement Projects for SS4A Grant

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## Martin Luther King Jr. Parkway & 19<sup>th</sup> Street



Existing Cross-Section



Proposed Cross-Section

# Recommended Capital Improvement Projects for SS4A Grant

## Martin Luther King Jr. Parkway & 19<sup>th</sup> Street

from Cottage Grove Avenue to Washington Avenue

*FY2025 to FY2026 Construction*

Construction Cost               \$ 4,000,000

SS4A Grant Need                 \$ 3,200,000



- Reduce both streets from 3-lanes to 2-lanes.
- Add shared use trail along east side of 19<sup>th</sup> Street.
- Add grass parkway on west side of Martin Luther King Jr. Parkway to separate sidewalk from roadway.
- Resurface the roadway pavement.



# Recommended Capital Improvement Projects for SS4A Grant

## Douglas Avenue (U.S. 6)

from Merle Hay Road to Martin Luther King Jr. Parkway

Concern/Issue	Safety Countermeasures
Safe Transportation Options	<ul style="list-style-type: none"><li>• Curb relocation to increase the area between the travel lane and the sidewalk</li><li>• Addition of a shared use path</li><li>• Addition of a Pedestrian Hybrid Beacon at midblock crossing</li></ul>
Crashes (rear end and broadside)	<ul style="list-style-type: none"><li>• Rightsizing to reduce the number of travel lanes and vehicle speeds</li></ul>
Speeding	<ul style="list-style-type: none"><li>• Rightsizing to reduce the number of travel lanes and vehicle speeds</li></ul>

AADT: 15,300 vpd

Function Classification/Typology:  
Principal Arterial/Regional  
Residential

Routes: Transit, Truck, Bike

Crash Rate: 5 MVMT

IDOT PCR Corridor Ranking: 10<sup>th</sup>  
(out of 403 similar roadways)

IDOT PCR Intersection Ranking:  
11 of 24 "High" or "Medium"

Predominant Crash Types:  
Rear End, Broadside

Safety Countermeasures:



Road Diets (Rightsizing)



Crosswalk Enhancements



Walkway



Pedestrian Hybrid Beacon



Dedicated Turn Lanes

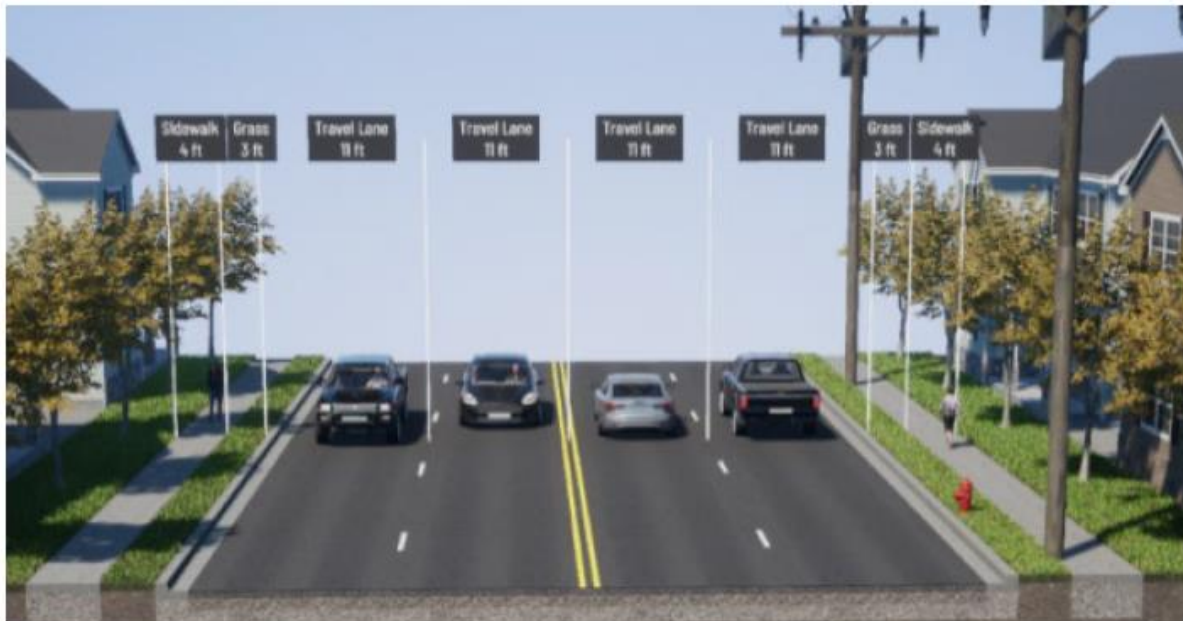


Bike Facilities

# Recommended Capital Improvement Projects for SS4A Grant

## Douglas Avenue (U.S. 6)

from Merle Hay Road to Martin Luther King Jr. Parkway



Existing Cross-Section



Proposed Cross-Section

# Recommended Capital Improvement Projects for SS4A Grant

## Douglas Avenue (U.S. 6)

from Merle Hay Road to Martin Luther King Jr. Parkway

### *FY2026 to FY2027 Construction*

Construction Cost                \$10,000,000

SS4A Grant Need                \$ 3,500,000

Other Federal (STBG)            \$ 4,500,000

- Permanently reduce street from 4-lanes to 3-lanes.
- Add shared use trail along north side of roadway.
- Add new, wider sidewalk along south side of roadway.
- Add grass parkways to separate bike and pedestrians from roadway.



Photo by Matt Miller, Iowa DOT



# Recommended Capital Improvement Projects for SS4A Grant

## Euclid Avenue (U.S. 6)

from Des Moines River to 2<sup>nd</sup> Avenue

### Concern/Issue

### Safety Countermeasures

#### Safer Transportation Options

- Narrow the pedestrian crossing distance and improve sight distance by adding curb extensions at crossing points in areas where on-street parking is provided.
- Provide on-street parking within the business district to provide a buffer between sidewalk and vehicle travel lanes.
- Relocate curbs west of the business district to provide larger buffer between sidewalk and vehicle lanes

#### Crashes (rear end, broadside\*, sideswipe)

- Rightsizing to reduce the number of travel lanes and vehicle speeds
- Provide center turn lane throughout the corridor with dedicated turn lanes at signalized intersections

#### Speeding

- Rightsizing to reduce the number of travel lanes and vehicle speeds

*\*broadside may also be referred to as a right-angle crash*

AADT: 18,600 vpd

Function Classification/Typology:  
Minor Arterial/Regional Residential

Routes: Transit, Truck

Crash Rate: 7 MVMT

IDOT PCR Intersection Ranking:  
9 of 10 "High" or "Medium"

IDOT PCR Corridor Ranking: 5<sup>th</sup>  
(out of 403 similar roadways)

Predominant Crash Types:  
Rear End, Broadside, Sideswipe

Safety Countermeasures:



Road Diets (Rightsizing)



Crosswalk Enhancements



Dedicated Turn Lanes

# Recommended Capital Improvement Projects for SS4A Grant

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## Euclid Avenue (U.S. 6)

from Des Moines River to 2<sup>nd</sup> Avenue



Existing Cross-Section



Proposed Cross-Section



# Recommended Capital Improvement Projects for SS4A Grant

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## Euclid Avenue (U.S. 6)

from Des Moines River to 2<sup>nd</sup> Avenue

### *FY2025 Construction*

Construction Cost                      \$ 3,400,000

SS4A Grant Need                         \$ 2,700,000



- Reduce street from 4-lanes to 3-lanes (moves curbs from 12<sup>th</sup> Street to 2<sup>nd</sup> Avenue; pavement markings only from Des Moines River to 12<sup>th</sup> Street).
- Construct curb extensions/bump outs to shorten pedestrian crossing distances and shield on-street parking.
- Resurface roadway from Des Moines River to 2<sup>nd</sup> Avenue.

# Recommended Capital Improvement Projects for SS4A Grant

## Forest Avenue

from Beaver Avenue to 9<sup>th</sup> Street

Concern/Issue	Safety Countermeasures
Safe Transportation Options	<ul style="list-style-type: none"><li>• Add pedestrian refuge islands at high-volume midblock crossings</li><li>• Provide enhanced crosswalk markings and improved signage at midblock crossing locations</li><li>• Provide on-street bike lanes</li></ul>
Crashes (rear end, broadside, and sideswipe)	<ul style="list-style-type: none"><li>• Rightsizing to reduce the number of travel lanes and vehicle speeds</li><li>• Provide center turn lane throughout with dedicated turn lanes at signalized intersections</li></ul>
Speeding	<ul style="list-style-type: none"><li>• Rightsizing to reduce the number of travel lanes and vehicle speeds</li><li>• Reduce the speed limit based on credible speed analysis</li></ul>

AADT: 6,900 vpd

Function Classification/Typology:  
Minor Arterial/Collector/  
Community Residential

Routes: Bike

Crash Rate: 7 MVMT

IDOT PCR Intersection Ranking:  
17 of 26 “High” or “Medium”

Predominant Crash Types:  
Rear End, Broadside, Sideswipe

Safety Countermeasures:



Road Diets (Rightsizing)



Crosswalk Enhancements



Dedicated Turn Lanes



Pedestrian Refuge Island



Credible Speed limit

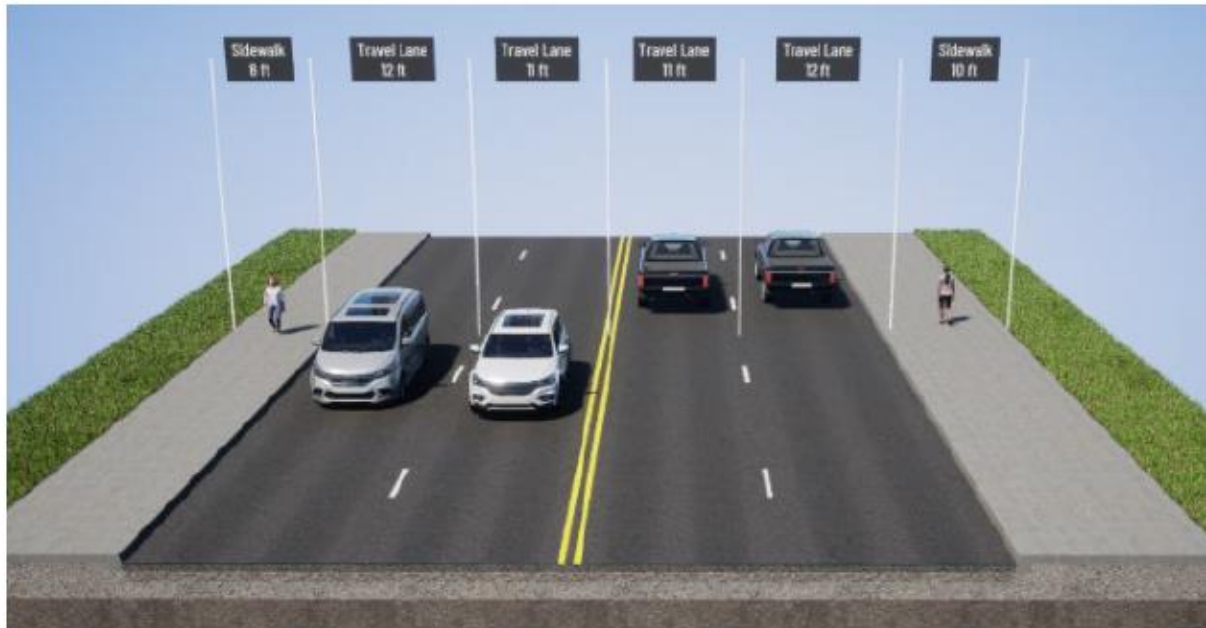


Bicycle Facilities

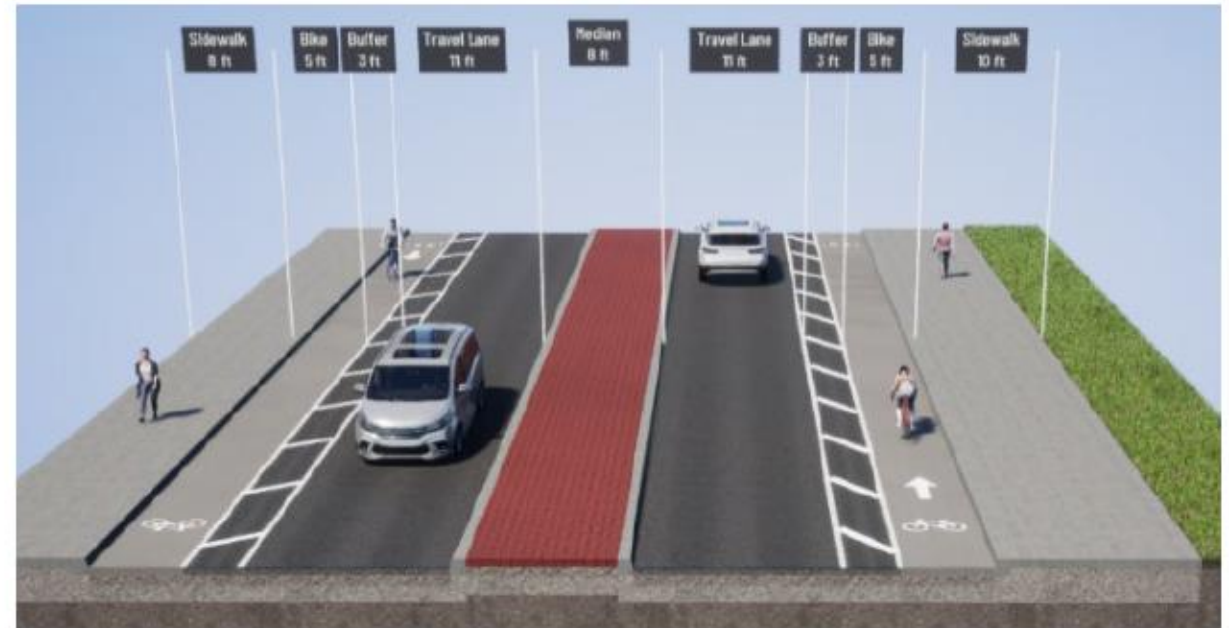
# Recommended Capital Improvement Projects for SS4A Grant

## Forest Avenue

from Beaver Avenue to 9<sup>th</sup> Street



Existing Cross-Section



Proposed Cross-Section

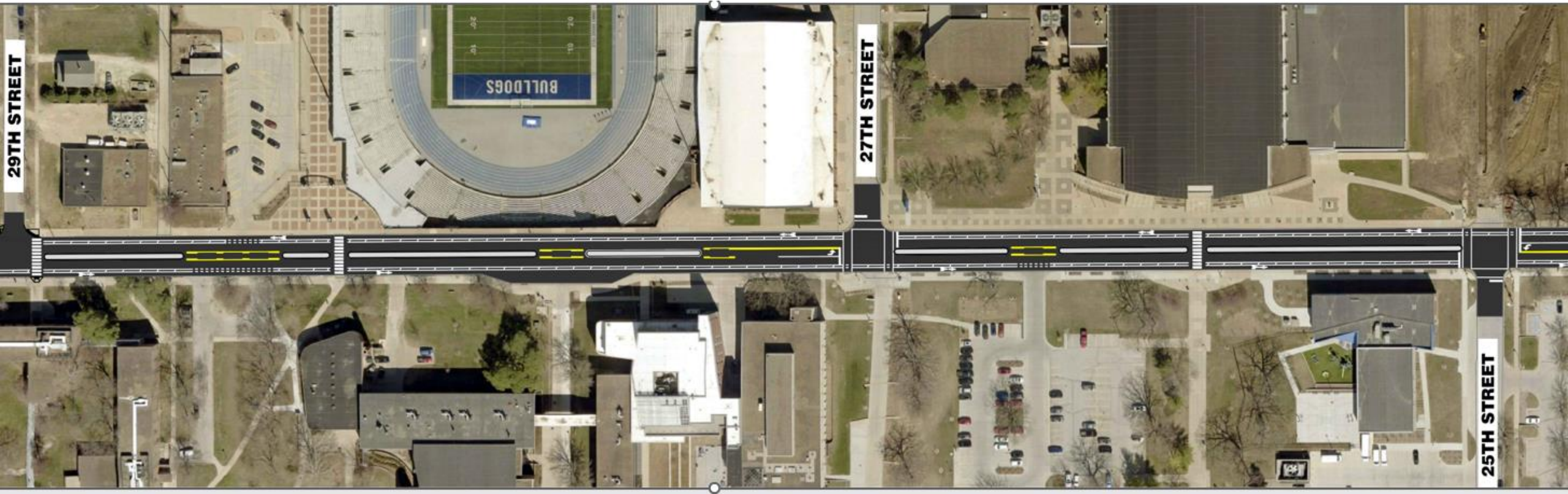


# Recommended Capital Improvement Projects for SS4A Grant

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## Forest Avenue

from Beaver Avenue to 9<sup>th</sup> Street



# Recommended Capital Improvement Projects for SS4A Grant

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## Forest Avenue

from Beaver Avenue to 9<sup>th</sup> Street

### *FY2025 Construction*

Construction Cost                      \$ 3,600,000

SS4A Grant Need                         \$ 2,800,000



- Right-sizes street (lane reduction, reduces number of lanes on existing 4-lane street).
- Add improved pedestrian crossings along the corridor.
- Add bicycle lanes along corridor.
- Traffic signal replacements at Forest Avenue / 25<sup>th</sup> Street and Forest Avenue / 27<sup>th</sup> Street.
- Resurface the roadway pavement.



# Recommended Capital Improvement Projects for SS4A Grant

## SE 14<sup>th</sup> Street (U.S. 69) & Maury Street Intersection

Concern/Issue	Safety Countermeasures
Safe Transportation Options	<ul style="list-style-type: none"><li>Shared use path from Martin Luther King Jr. Parkway to the Des Moines River Bridge, connecting to existing trail system</li></ul>
Crashes (rear end, left turn, broadside, and sideswipe)	<ul style="list-style-type: none"><li>Dedicated left turn lanes at Maury Street with no opposing left turning traffic</li><li>Access control to restrict left turns without dedicated turn lanes</li><li>Improved signal visibility and reflective backplates</li></ul>

AADT: 31,300 vpd

Function Classification/Typology:  
Principal Arterial/Regional Mixed  
Use

Routes: Transit, Truck

Crash Rate: 17 MVT

IDOT PCR Corridor Ranking: 1st  
(out of 389 similar roadways)

IDOT PCR Intersection Ranking:  
4 of 4 "High" or "Medium"

Predominant Crash Types:  
Rear End, Left Turn, Broadside,  
Sideswipe

Safety Countermeasures:



Walkway



Dedicated Turn Lanes



Bicycle Facilities



Access Management



Crosswalk Enhancements

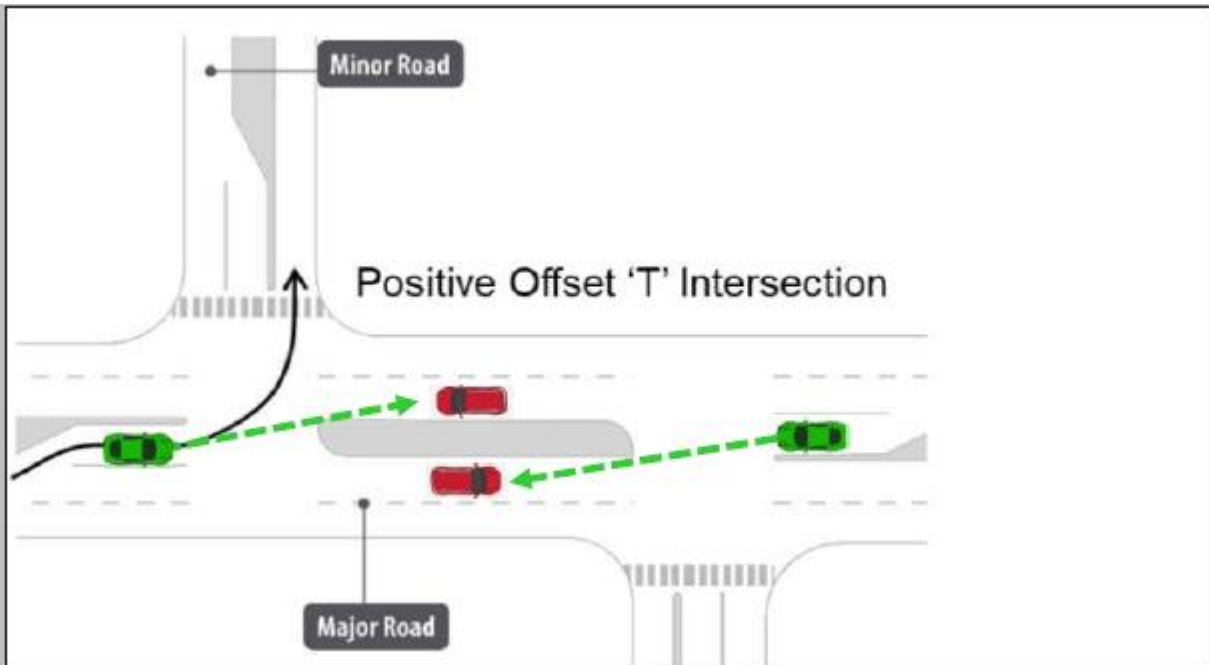
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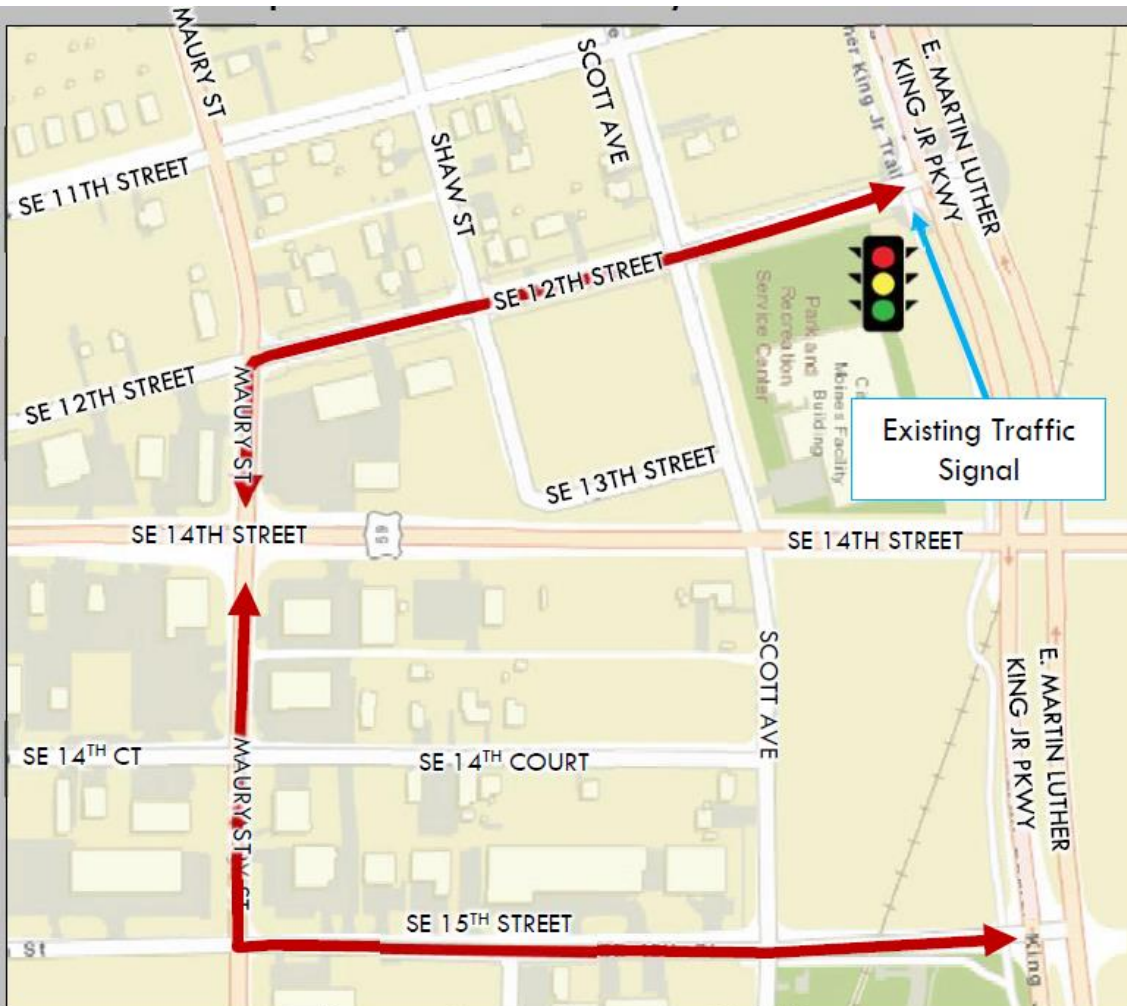
# Recommended Capital Improvement Projects for SS4A Grant

## SE 14<sup>th</sup> Street (U.S. 69) & Maury Street Intersection

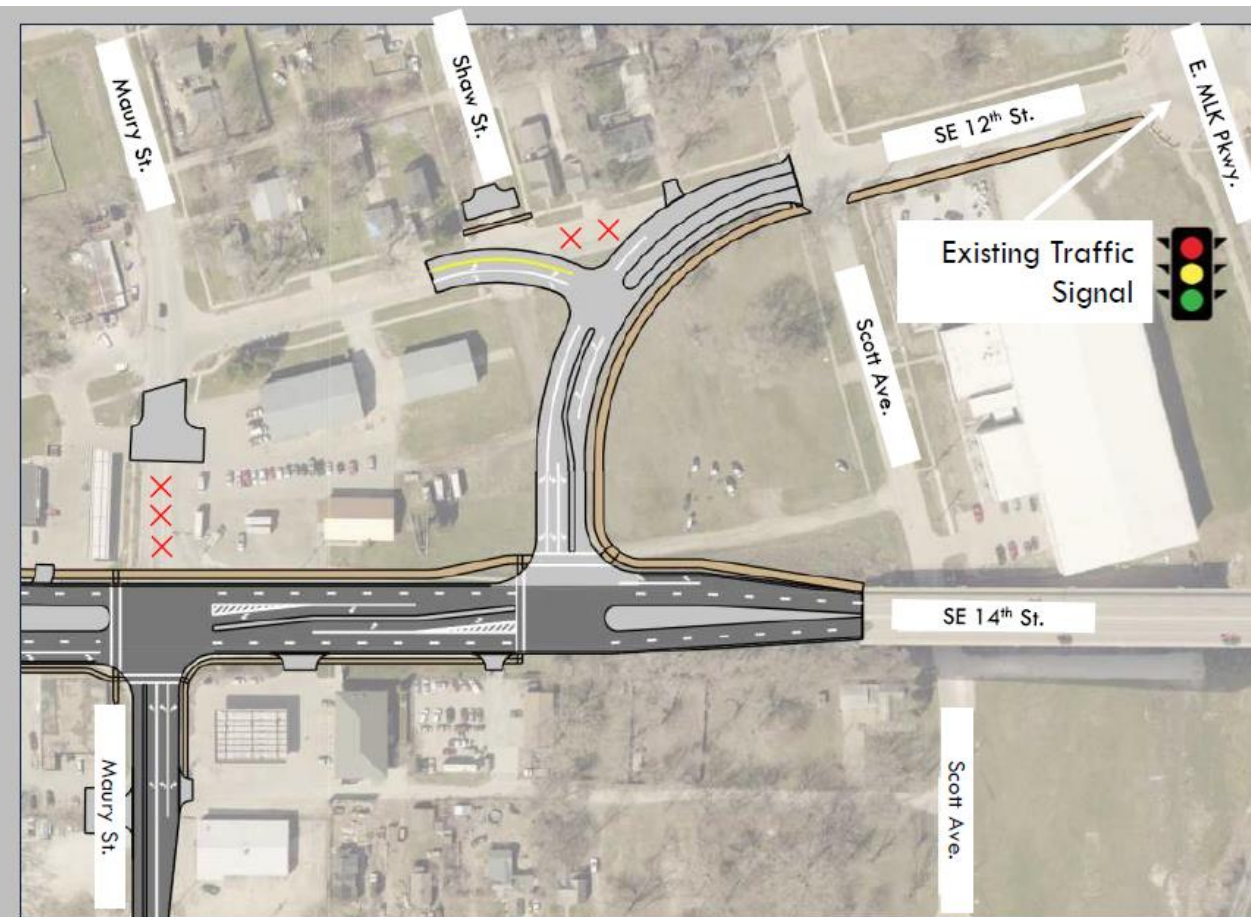




# Recommended Capital Improvement Projects for SS4A Grant



Existing Routes Between SE 14<sup>th</sup>  
Street and E. MLK Parkway



Proposed SE 14<sup>th</sup> Street/E. MLK  
Parkway Connection



# Recommended Capital Improvement Projects for SS4A Grant

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## SE 14<sup>th</sup> Street (U.S. 69) & Maury Street Intersection

### *FY2026 Construction*

Construction Cost	\$ 6,000,000
SS4A Grant Need	\$ 4,800,000



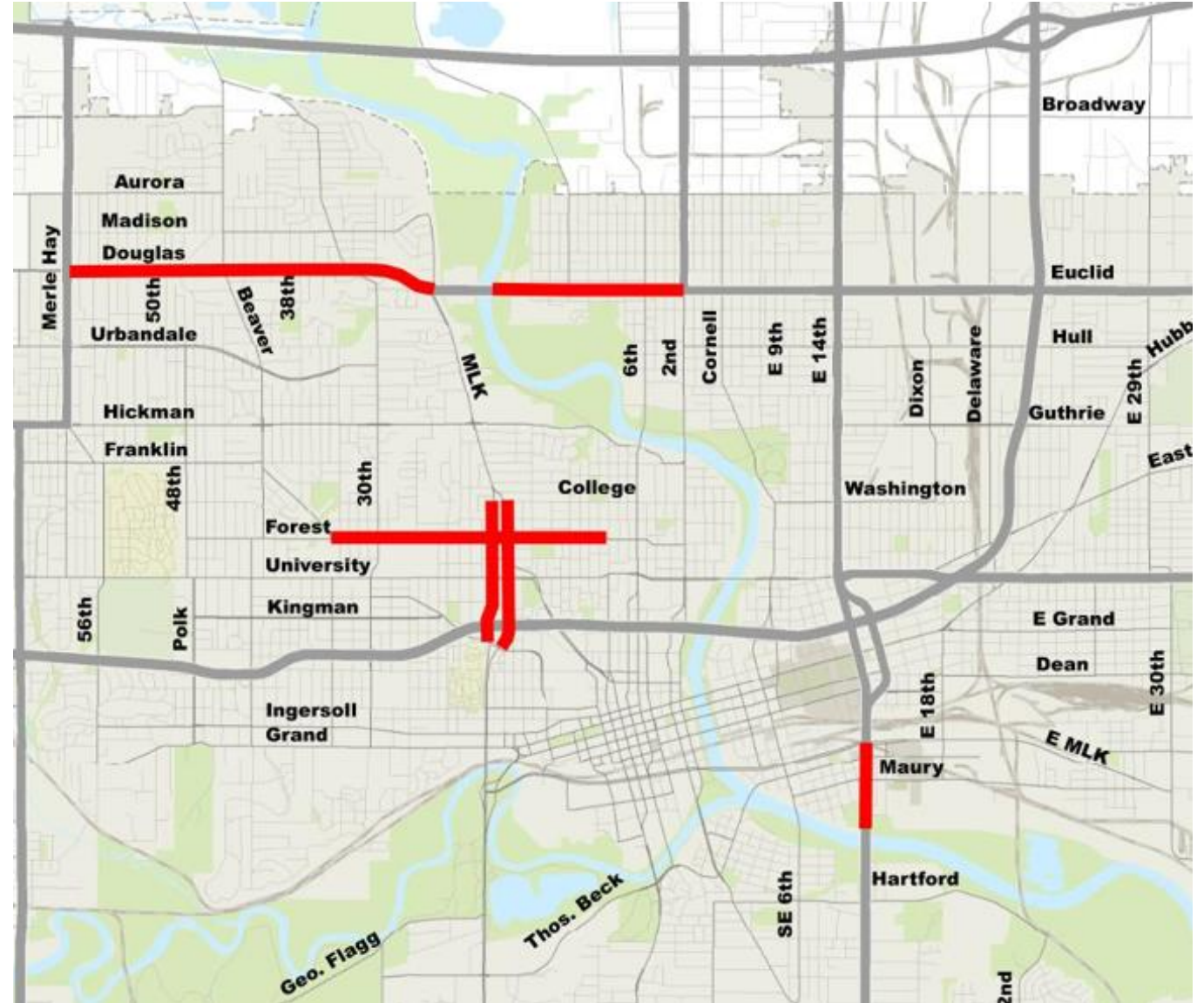
- Reconfigures an intersection with one of the most extensive crash histories in the State of Iowa.
- Adds shared use trail along west side of SE 14<sup>th</sup> Street (U.S. 69) to connect to trail system along the Des Moines River.
- Improved access management along U.S. 69.
- Resurface roadway.



# Recommended Capital Improvement Projects for SS4A Grant

## All 5 Projects:

Construction Cost	\$27,000,000
SS4A Grant Need	\$17,000,000
Other Federal (STBG)	\$ 4,500,000
State	\$ 1,900,000
City	\$ 3,600,000



# Recommended Capital Improvement Projects for SS4A Grant

																	Safe Streets 4 All Funding Available																			
Project	FY2021				FY2022				FY2023				FY2024				FY2025				FY2026				FY2027				FY2028				FY2029			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4				
Euclid Avenue Corridor																																				
Forest Avenue Corridor																																				
MLK Pkwy and 19th St Corridor																																				
Douglas Avenue Corridor																																				
SE 14th Street Corridor																																				

Public Involvement

Design & ROW Acquisition

Environmental Clearance

Procurement

Partnership Agreements

Construction

# Recommended Capital Improvement Projects for SS4A Grant

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## Why these 5 projects?

- **SS4A Grant selection criteria** - they fit with the SS4A Grant selection criteria and considerations (safety impact; equity, engagement and collaboration; effective practices and strategies; other DOT strategic goals; and project readiness).
- **High Injury Network** - they are located on the High Injury Network.
- **Non-Federal Match** - the SS4A Grant required non-federal match for these projects is in the City Capital Improvement Program.
- **Concept developed** - preliminary engineering and concept development has already occurred on these Projects.
- **Project Readiness** - with the SS4A Grant Funding, these projects can be completed within SS4A Grant required performance period.

# SS4A Grant

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## Safe Streets and Roads for All Self-Certification Eligibility Worksheet

Applicants should follow the instructions in the NOFO to correctly apply for a grant. See the [SS4A website](#) for more information.

**Instructions:** The purpose of this worksheet is to determine whether an applicant's existing plan(s) is substantially similar to an Action Plan for purposes of applying for an Implementation Grant or to conduct Supplemental Planning/Demonstration Activities only. Use of this worksheet is required. Applicants should not adjust the formatting or headings of the worksheet.

For each question below, answer "yes" or "no." If "yes," cite the specific page in your existing Action Plan or other plan(s) that corroborate your response, or cite and provide other supporting documentation separately.

An applicant is eligible to apply for an Action Plan Grant that funds supplemental action plan activities, or an Implementation Grant, only if the following two conditions are met:

- Answer "yes" to Questions **3 7 9**
- Answer "yes" to at least four of the six remaining Questions **1 2 4 5 6 8**

If both conditions are not met, an applicant is still eligible to apply for an Action Plan Grant that funds creation of a new Action Plan.

Lead Applicant: **City of Des Moines** UEI: **P37WYX16LC16**

### 1 Are both of the following true?

- Did a high-ranking official and/or governing body in the jurisdiction publicly commit to an eventual goal of zero roadway fatalities and serious injuries?
- Did the commitment include either setting a target date to reach zero, OR setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date?

☒ YES ☐ NO

If yes, provide documentation:

Action Plan, page V

### 2 To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?

☒ YES ☐ NO

If yes, provide documentation:

Action Plan, page IV

### 3 Does the Action Plan include all of the following?

- Analysis of existing conditions and historical trends to baseline the level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region;
- Analysis of the location where there are crashes, the severity, as well as contributing factors and crash types;
- Analysis of systemic and specific safety needs is also performed, as needed (e.g., high risk road features, specific safety needs of relevant road users; and,
- A geospatial identification (geographic or locational data using maps) of higher risk locations.

☒ YES ☐ NO

If yes, provide documentation:

Action Plan, page 21



U.S. Department of Transportation

Still have questions? Visit the [SS4A website](#)

SS4A Self-Certification Eligibility Worksheet | Page 1 of 2

S | S  
4 | A

## Safe Streets and Roads for All Implementation Checklist

While a contractor may prepare and submit the application materials, staff in the political subdivision of a State or Tribe must be listed as the point of contact and alternate point of contact on the application. Staff from the political subdivision or Tribe are responsible for signing all applicable forms listed below and responding to any questions the SS4A team may have about application content.

☒ Sign up for an account using the [Valid Eval Implementation Grant Application](#) **Complete**

☒ Gather key application data, including:

- Total applicant jurisdiction population **Complete**
- Total applicant jurisdiction census tract(s) **Complete**
- Total applicant jurisdiction count of motor vehicle-involved roadway fatalities 2016-2020 or 2017-2021 **Complete**
- Total applicant jurisdiction average annual fatality rate (per 100,000 population) **Complete**
- Percent of population in Underserved Communities Census Tract(s) in project areas **Complete**
- Project area fatalities 2017-2021 **Complete**
- Project area serious injuries 2017-2021 **Complete**

☒ Identify the following information:

- Problem(s) to be solved with project(s) **Complete**
- Roadway safety responsibility **Complete**
- Roadway users that will receive significant safety benefits **Complete**
- Total project and Federal funding breakdowns for activities A, B, and C **Complete**
- If applicable, demonstration or supplemental planning activities **N/A**

☒ Complete the following Standard Forms:

- SF-424: Application for Federal Assistance **Complete**
- SF-424C: Budget Information for Non-Construction Programs **Complete**
- SF-424D: Assurances for Non-Construction Programs **Complete**
- SF-LLL: Disclosure of Lobbying Activities **Complete**

☒ Write a narrative no longer than 12 pages that responds to all the requirements outlined in the NOFO

# **FFY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT**

# FFY 2024-2027 TIP Amendment

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- Sponsor: City of Des Moines
- Project: SE Connector (Item 39393)
- Federal Aid Amount: \$11,284,000
- Total Cost: \$26,000,000
- Type of Funding: STBG
- Change: Update total project cost to \$58,000,000 and combine Phase 1 and Phase 2 into one project



# FFY 2024-2027 TIP Amendment

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- Sponsor: City of Johnston
- Project: Merle Hay Road Traffic Signal Improvements (Item 52457)
- Federal Aid Amount: \$621,470
- Total Cost: \$776,840
- Type of Funding: CMAQ (ICAAP)
- Change: Move project to FFY 2024

# FFY 2024-2027 TIP Amendment

- Sponsor: City of Polk City
- Project: N. 3rd Street Reconstruction (Item 45474)
- Federal Aid Amount: \$1,164,651
- Total Cost: \$2,226,651
- Type of Funding: STBG
- Change: Update total project description to “In the City of Polk City, On N. 3rd Street, from 300’ south of E. Northside Drive to E. Vista Lake Avenue” and update map

# **FY 2025 IOWA CLEAN AIR ATTAINMENT PROGRAM PRE-APPLICATIONS**

# FY 2025 ICAAP Pre-Applications

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- Ankeny – N Ankeny Boulevard Improvements - \$1,900,000
- Polk County – Traffic Signal Improvements - \$349,300
- West Des Moines – Traffic System Vehicle Detection Improvement - \$732,000



# FY 2025 ICAAP Pre-Applications

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- ICAAP Schedule
  - September 2023 – Recommendation presented to Policy Committee and resolutions are forwarded to project sponsors
  - October 1, 2023 – Project sponsor submit their applications to the DOT

# **SAFE STREETS AND ROADS FOR ALL GRANT AGREEMENT**

# Safe Streets and Roads for All Grant Agreement

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- Staff has been working with the FHWA Iowa Division office to complete the grant agreement (GA) for the SS4A grant
- The GA includes the following:
  - General terms and conditions
  - Timeline
  - Budget
  - Performance measures

# Safe Streets and Roads for All Grant Agreement

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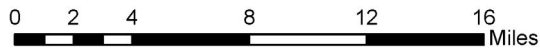
- The GA breaks out the funding for the MPO and CIRTPA plans separately
- The MPO will handle the reimbursements for both plans
- Staff is working with CIRTPA to develop an agreement regarding how the reimbursement process will work



# **MPO 2020 URBAN AREA BOUNDARY UPDATE**

# MPO 2020 Urban Area Boundary Update

- Following each Decennial census, Federal law requires cooperation between the State and MPO to update the Urban Area Boundary (UAB)
- The US Census Bureau defines urban areas as any densely settled areas consisting of 2,000 or more housing units or 5,000 or more people. All other areas are considered rural. Prior to 2020, the Census Bureau relied solely upon population density and defined areas of 2,500 people or more as urban
- The UAB is what defines eligibility or jurisdiction for several federal and state programs, including:
  - Federal Functional Classification (FFC)
  - Highway Performance Monitoring System (HPMS)

[illegible]

# MPO 2020 Urban Area Boundary Update

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- In addition to the UAB update process, Federal Functional Classification (FFC) updates will occur in Fall of 2023
  - Fall 2023, Systems Planning will begin identifying **UAB related FFC** changes
  - Fall 2023, the MPO will begin to identify **additional FFC** changes not associated with the UAB update (these will follow the current policy process)
- Once the UAB for Des Moines and Polk City are finalized, the MPO will begin the process of updating the Planning Area (PA) by requesting copies of communities' Comprehensive Plans and Future Land Use Maps



# MPO 2020 Urban Area Boundary Update

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- The PA must at a minimum include the required Census designated urban area (i.e. Des Moines UA ) and the contiguous area expected to urbanize over the next 20 years
- The PA determines funding for both Surface Transportation Block Grant (STBG) and Transportation Set-Aside (TA or TAP) programs. Funding levels are based on population so smaller changes to the PA generally do not lead to much of an increase
- The PA also determines project funding eligibility for those jurisdictions that are members of both the MPO and CIRTPA

# EXECUTIVE DIRECTOR SEARCH

# Executive Director Search

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- Search committee met on September 13<sup>th</sup>
- Chair will provide an update.

# **WATER TRAILS BUILD GRANT UPDATE**



# Water Trails BUILD Grant Update

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- Pay estimate #9 is currently being reviewed by United/Riley in the amount of \$1.2 million
- Recent work underway:
  - Harvesting river sand to use on south bank
  - Installing embankment for maintenance path on north bank
  - Mocking up the cascading drops to determine if modifications are needed







# DIRECTOR REPORT



# UPDATE: REBOOT: DES MOINES AREA MPO

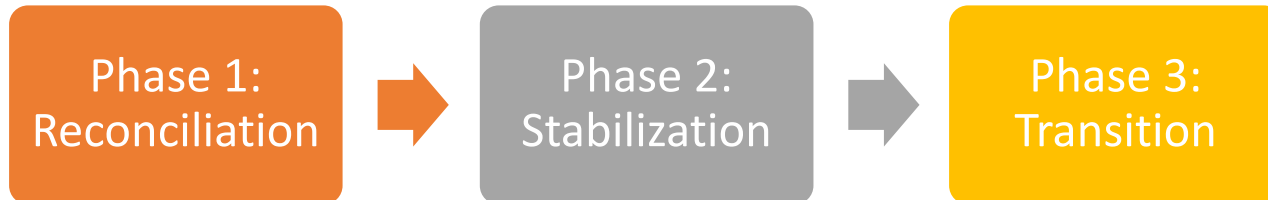
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## CHALLENGES

- MPO work portfolio out of alignment with board vision
- Frustrated board members
- Rattled staff
- Negative budget impacts

## GOALS

- Restore alignment of MPO work portfolio with board vision
- Foster board member buy-in and transparency in MPO decisions
- Retain staff
- Maintain strong financial footing of MPO



# PHASE 1 – RECONCILIATION (JUNE)

STEPS PROPOSED / DISCUSSED	STEPS TAKEN TO DATE
Active listening to Policy members	<b>COMPLETE:</b> One-on-one meetings held with 26/26 Policy members.
Rebalance of MPO work profile.	<b>COMPLETE:</b> Numerous rebalancing changes incorporated into work program approved last month.
Address potential staff turnover.	<b>COMPLETE:</b> Meetings held with staff members. Annual reviews conducted.
Address MPO operations for resiliency through transition and beyond.	<b>COMPLETE:</b> Discussed challenges and proposed changes with Policy members and incorporated changes into procedures manual.

## PHASE 2 – STABILIZATION (JULY)

STEPS PROPOSED / DISCUSSED	STEPS TAKEN TO DATE
Clarify mission of MPO based on feedback.	<b>COMPLETE:</b> MPO's near-term work program adjusted to narrower focus on transportation.
Develop / implement any policies and procedures stemming from Phase 1.	<b>COMPLETE:</b> Implemented a handful of procedural improvements.
Balance MPO agenda (work areas) with efficiencies and staff capacity.	<b>COMPLETE:</b> Redistributed responsibilities among staff members.
Ensure ongoing projects continue and new projects launch successfully.	<b>COMPLETE:</b> All current planning projects continued with minimal disruption.
MPO update of employee handbook and policies and procedures manual.	<b>COMPLETE:</b> Updated handbook and manual adopted by Policy Committee in August.
Actional transition plan for MIPA.	<b>COMPLETE:</b> MPO's side of transition plan has been defined. MIPA is taking necessary

## PHASE 3 – TRANSITION (AUGUST)

STEPS PROPOSED / DISCUSSED	STEPS TAKEN TO DATE
Implement additional policies or operational changes stemming from Phases 1-2.	<b>COMPLETE:</b> Implemented improvements to financial reporting and operations.
Reset organization to earlier, more narrowly focused version of itself.	<b>COMPLETE:</b> MPO workload reflects narrower focus.
Set stage for ongoing discussions on strategic direction going forward.	<b>COMPLETE:</b> Identified tools and processes for better defining MPO workload and focus areas.
Provide level, stable starting position for new executive director.	<b>COMPLETE:</b> MPO has been “rebooted” as outlined to board members, having addressed all lingering issues that were identified.
Onboard new executive director.	<b>READY:</b> Staff will be ready pending decision by Policy Committee.



# Three key recommendations



## **RECOMMENDATION 1: Strategic Planning in LRTP (What's important to do)**

- Consider including strategic planning in Long-Range Transportation Plan.

## **RECOMMENDATION 2: Decision Tree (What MPO focuses on)**

- Utilize a “decision tree” so board and staff are aligned on what MPO takes on as part of its workload and in what role (lead vs. support vs. supplemental).

## **RECOMMENDATION 3: Board Assessment (How we execute)**

- Assess how well the committees are functioning, meeting member governments’ expectations, and adjusting processes if needed.

## **OTHER ITEMS OF INTEREST**

# GAY LEA WILSON UNDERPASS GRAND OPENING

Monday, September 25 | 5:15 PM

1499 Grant Street South | Bondurant, Iowa





# 40<sup>TH</sup> ANNIVERSARY CELEBRATION

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**YOU ARE CORDIALLY INVITED:** Please join your fellow representatives on the Policy and Technical committees to build relationships, toast successes ... and maybe play a game of pickleball.

*2 to 5 p.m. Friday, September 29  
Smash Park, 6625 Coachlight Dr., West Des Moines*

*Hors d'oeuvres and non-alcoholic drinks provided  
Bar service available for individual purchases*

# September 21, 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: Approval of Credit Card Application
6. PUBLIC COMMENT on MPO Actions
7. PRESENTATION: SS4A Project Applications in Des Moines
8. REPORT and VOTE: FFY 2024-2027 Transportation Improvement Program Amendments
9. REPORT and VOTE: FY 2025 Iowa Clean Air Attainment Program Pre-Applications
10. REPORT and VOTE: Safe Streets and Roads for All Grant Agreement
11. REPORT and OPTIONAL VOTE: MPO 2020 Urban Area Boundary Update
12. REPORT: Executive Director Search
13. REPORT: Water Trails BUILD Grant Update
14. REPORT: Director Report
15. Other Non-Action Items of Interest to the Committee
16. Next Meeting Date – October 19, 2023 – 4:00 p.m.
17. Adjournment