




# DES MOINES AREA MPO

## Transportation Technical Committee Meeting

June 6, 2024

# APPROVAL OF AGENDA

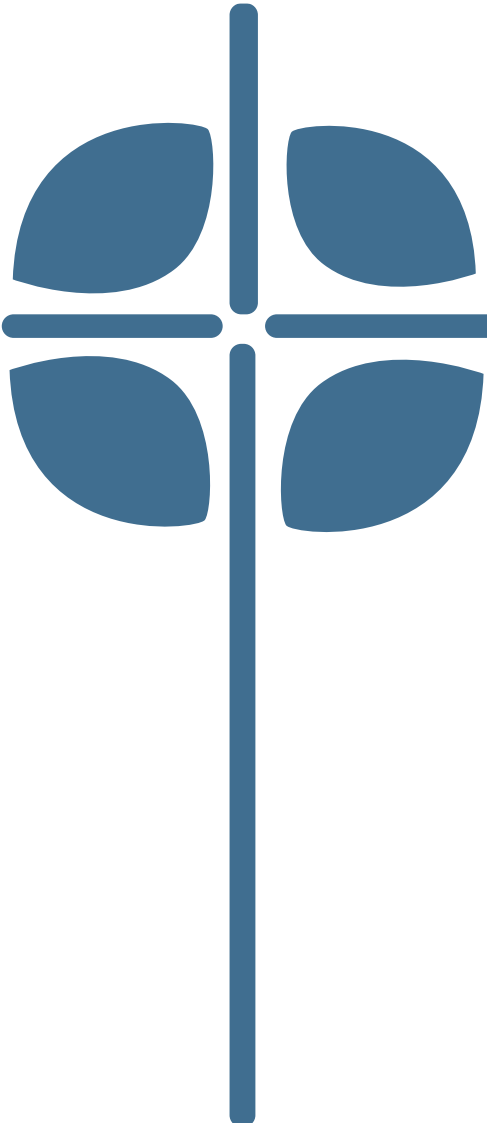
# June 6, 2024, Agenda



1. Call to Order
2. VOTE: Approval of Agenda
3. VOTE: Approval of Meeting Minutes
4. PRESENTATION: Comprehensive Safety Action Plan Update
5. PRESENTATION: DART Update
6. REPORT and VOTE: FFY 2024-2027 Transportation Improvement Program Amendments
7. REPORT and VOTE: Draft FFY 2025-2028 Transportation Improvement Program
8. REPORT: Transportation Capital Improvement Program Update
9. REPORT: Carbon Reduction Program Funding Process
10. REPORT: Charging & Fueling Infrastructure Discretionary Grant Program
11. REPORT: Upcoming Events
12. Other Non-Action Items of Interest to the Committee
13. Next Meeting Date – July 11, 2024 – 9:30 a.m.
14. Adjournment

# APPROVAL OF MEETING MINUTES

# **PRESENTATION: COMPREHENSIVE SAFETY ACTION PLAN UPDATE**



# DMAMPO

## Comprehensive Safety Action Plan

- Crash Data Analysis
- June 6, 2024



# Intended Audience

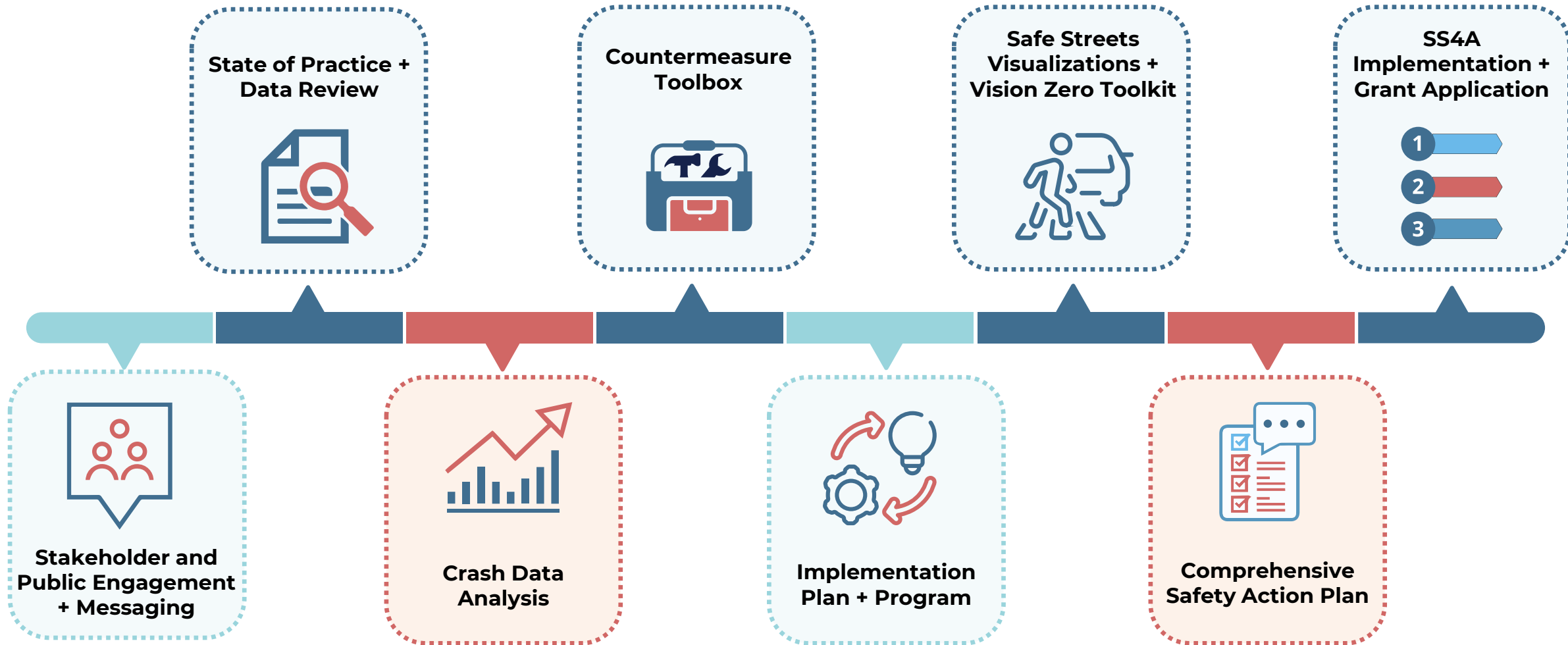
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This presentation was prepared for the Transportation Technical Committee and contains crash analysis data and language intended for a technical audience.

Content in this presentation represents work in progress.

# Overview of Project

**Project Overview** – 8 major tasks across 14 months





# The Safe Systems Approach

## SAFE SYSTEM PRINCIPLES



### Death/Serious Injury is Unacceptable

While no crashes are desirable, the Safe System approach prioritizes crashes that result in death and serious injuries, since no one should experience either when using the transportation system.



### Humans Make Mistakes

People will inevitably make mistakes that can lead to crashes, but the transportation system can be designed and operated to accommodate human mistakes and injury tolerances and avoid death and serious injuries.



### Humans Are Vulnerable

People have limits for tolerating crash forces before death and serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates human vulnerabilities.



### Responsibility is Shared

All stakeholders (transportation system users and managers, vehicle manufacturers, etc.) must ensure that crashes don't lead to fatal or serious injuries.



### Safety is Proactive

Proactive tools should be used to identify and mitigate latent risks in the transportation system, rather than waiting for crashes to occur and reacting afterwards.



### Redundancy is Crucial

Reducing risks requires that all parts of the transportation system are strengthened, so that if one part fails, the other parts still protect people.



Source: FHWA



# Anticipate Human Error

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- **Separating Users in Space**
  - **Separating Users in Time**
  - **Increasing Attentiveness and Awareness**
- 



# Accommodate Human Injury Tolerances

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- Reducing Speeds
- Reducing Impact Forces



# Safe Speeds




Source: Tefft, Brian C. (2011). *Impact Speed and a Pedestrian's Risk of Severe Injury or Death (Technical Report)*. Washington, D.C.: AAA Foundation for Traffic Safety.



# Methodology Overview

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- Analysis consisted of 4 main sub-tasks
    - Descriptive Crash Statistics
    - Equity and Environmental Justice Framework
    - High Injury Network (HIN) Development
    - Systemic Risk Factors Analysis
  - Each sub-task built off and interacted with the others
- 

# Overview

From 2018 to 2022

**50,265**

total crashes

**939**

crashes where a person was fatally or seriously injured (FSI)

**771**

crashes led to a serious injury

**168**

crashes were fatal

Crashes where someone was *fatally or seriously injured (FSI)* included

**576**

motorists



**215**

motorcyclists



**119**

pedestrians

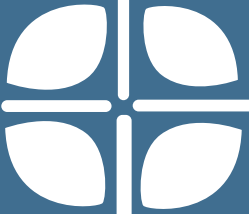


**29**

bicyclists



*All stats after this slide are for fatal or serious injury (FSI) crashes, 2018 to 2022*



# 01. Descriptive Statistics


(Review from April TTC)





# Descriptive Statistics

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- Crash data was reviewed and summarized for trends (year to year, travel mode, crash type, and severity level)
  - Descriptive stats provided an initial jump point to examine the data and understanding high level trends in the study area.
- 



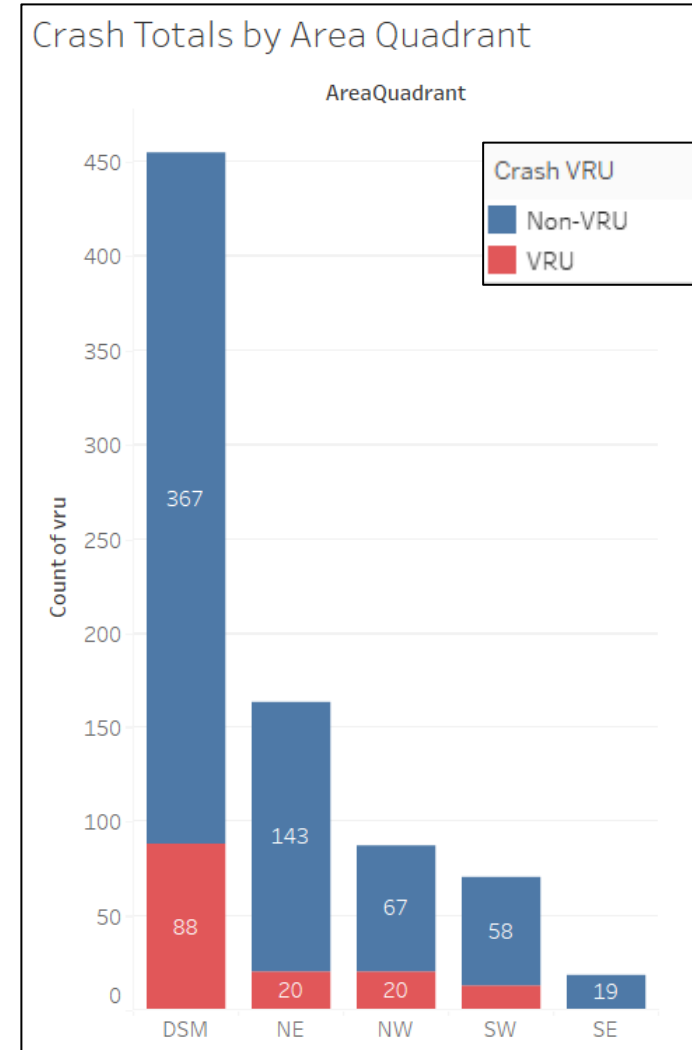
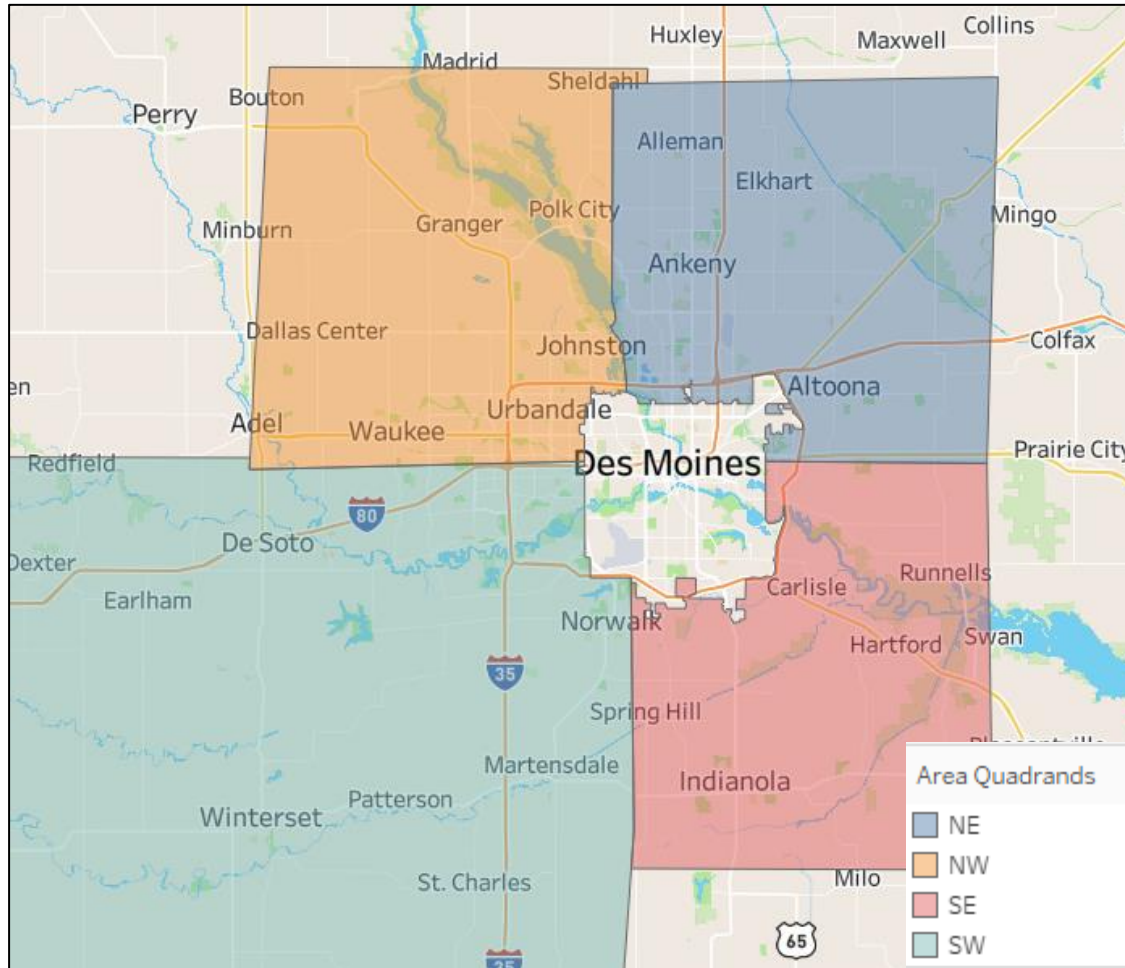
# Descriptive Statistics Key Findings

## Fast Facts

- Time and day
  - FSI crashes are more frequent on weekends and PM dark conditions (all modes).
- Contributing factors
  - Failure to yield, ran off road, and speeding were the top reported major causes in motorcyclist FSI crashes – chart represents the 77% of motorcyclist FSI crashes.
  - Speeding was reported in 20% of non-VRU FSI crashes, but in only 3% of VRU FSI crashes.
  - Speeding and failure to yield were the top reported major causes in FSI crashes in urban areas, while ran off road, speeding, and erratic/aggressive driving were the top reported major causes in rural areas – the chart shows the top 6 six reported major causes in all FSI crashes – representing 72% of all FSI crashes.
- Environmental context
  - A larger percentage of VRU FSI crashes occurred in dark-lit conditions (41%) and dark-unlit (11%), compared to non-VRU crashes.
  - The percentage of serious crashes (leading to a fatal, major, or minor injury) in relation to total crashes for Rural is higher than urban areas.
- Behavioral
  - Alcohol was involved in 16% of FSI crashes.
  - Distraction was reported in 15% of FSI crashes.

# Descriptive Statistics – Sub Areas

- Geographic limit of Area Quadrants





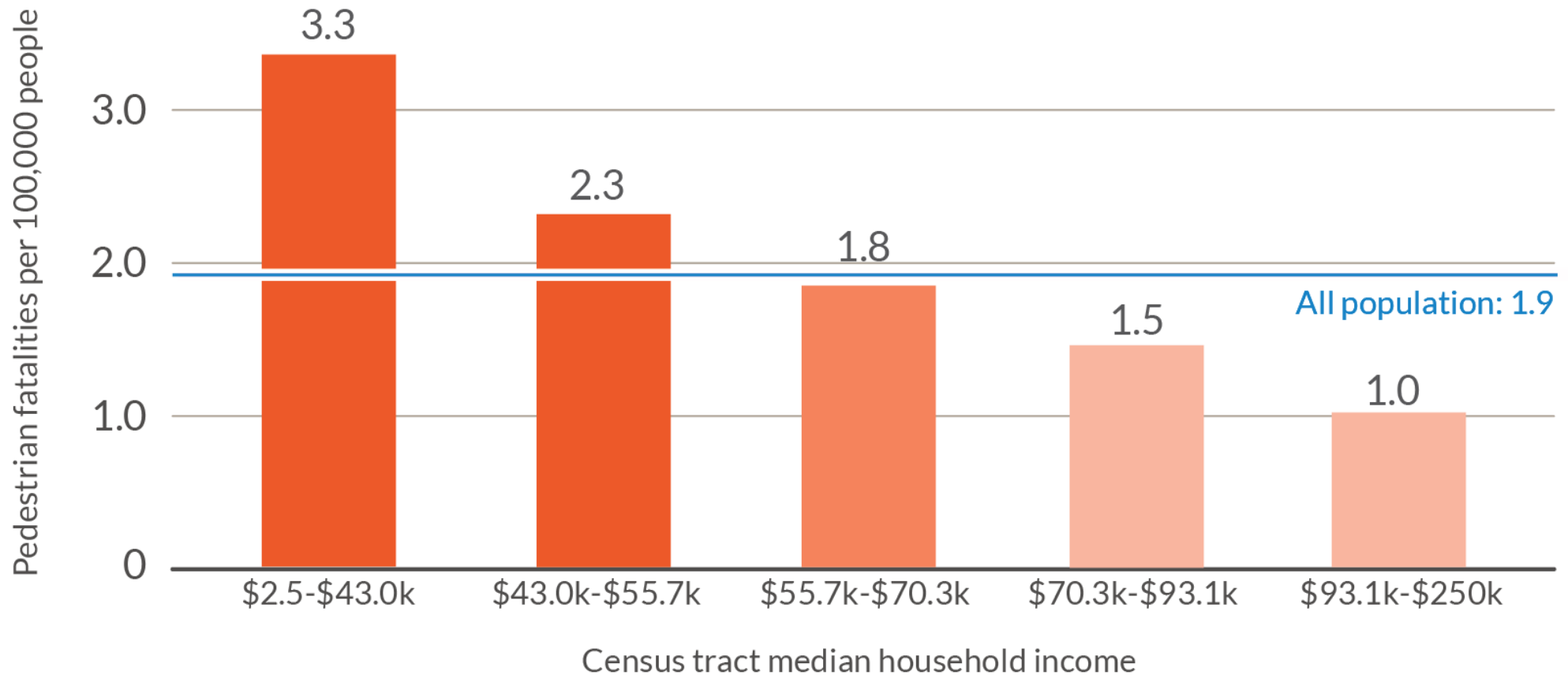
# 02. Equity and Environmental Justice Framework



# Equity and Environmental Justice

People walking in lower-income areas are killed at far higher rates

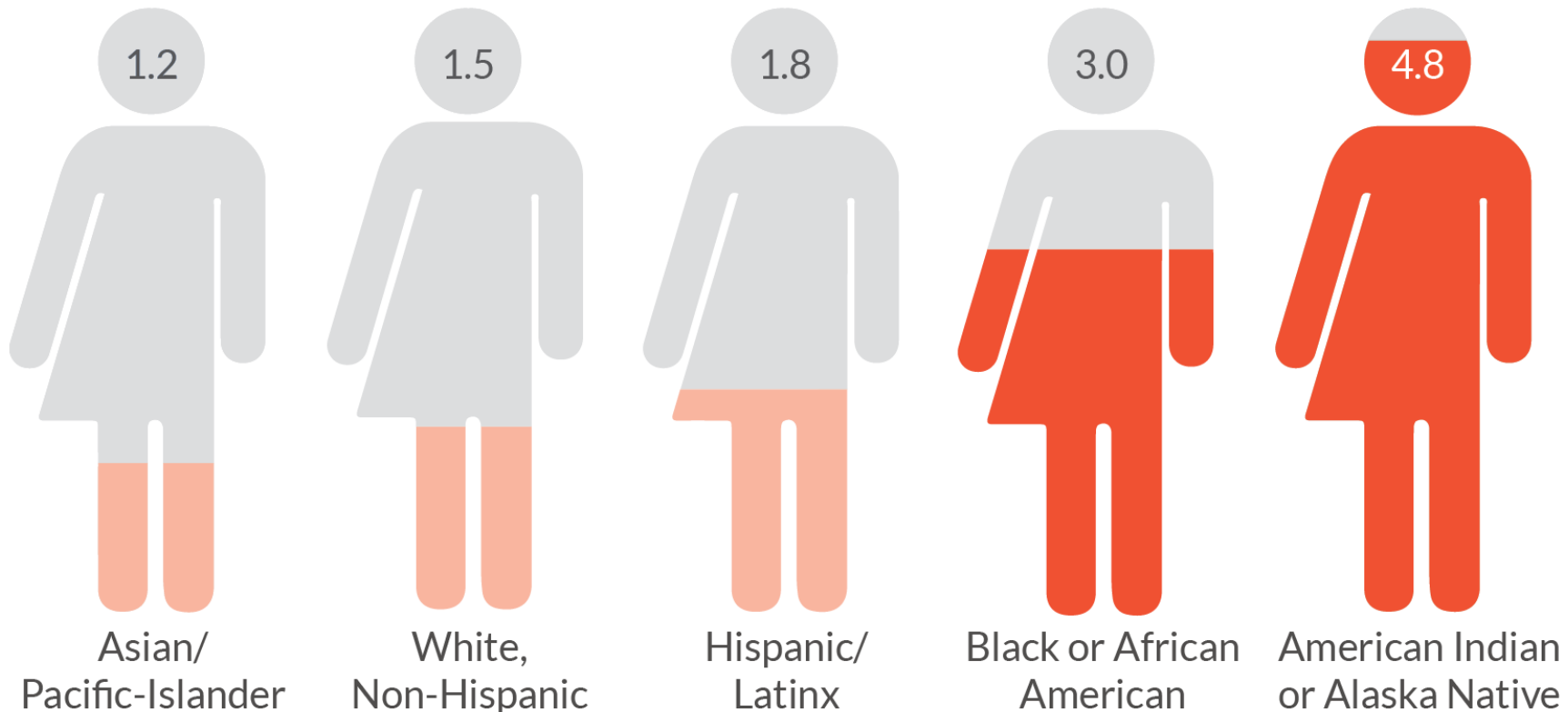
*Pedestrian fatalities per 100k people by census tract income*



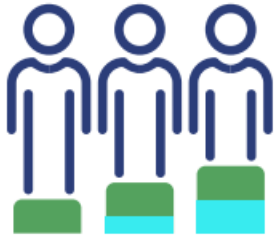
# Equity and Environmental Justice

People of color, particularly Native and Black Americans, are more likely to die while walking than any other race or ethnic group

*Pedestrian deaths per 100,000 by race & ethnicity (2016-2020)*



# Equity and Environmental Justice



## Equity Considerations

Plan development using inclusive and representative processes. Underserved communities\* are identified through data and other analyses in collaboration with appropriate partners. Analysis includes both population characteristics and initial equity impact assessments of the proposed projects and strategies.


- Benchmark equity in crash outcomes
- Utilize the MPOs existing measure of equity: Transportation Disadvantaged
- Intended Outcome: Safety strategies reduce crashes equitably



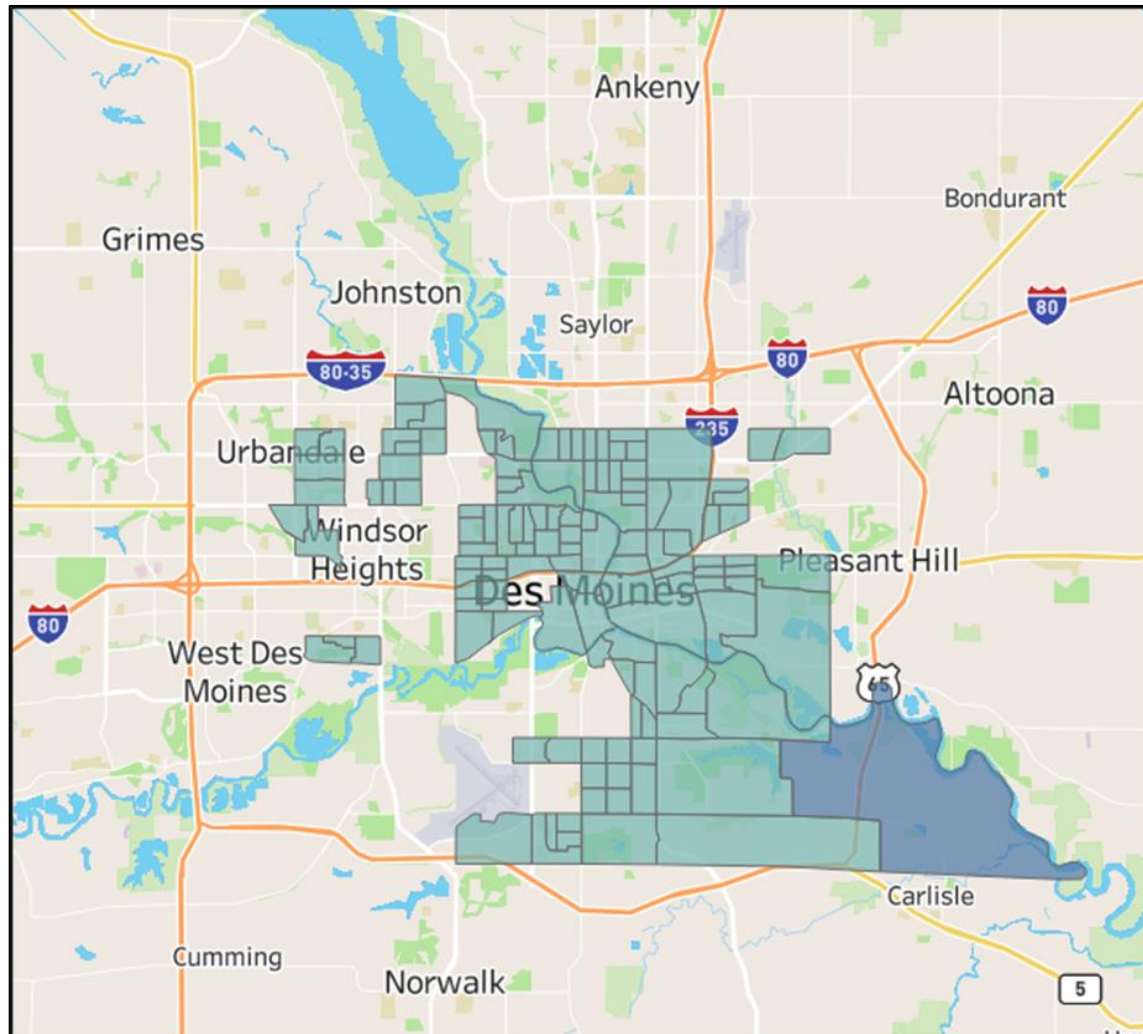
# Equity and Environmental Justice

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## Seven Degrees of Disadvantage

- Limited English Proficiency (LEP)
  - Non-white population
  - Households in poverty
  - Carless households
  - Persons with disability
  - Single heads of households with children
  - Households with persons over 65
- 

# Equity and Environmental Justice

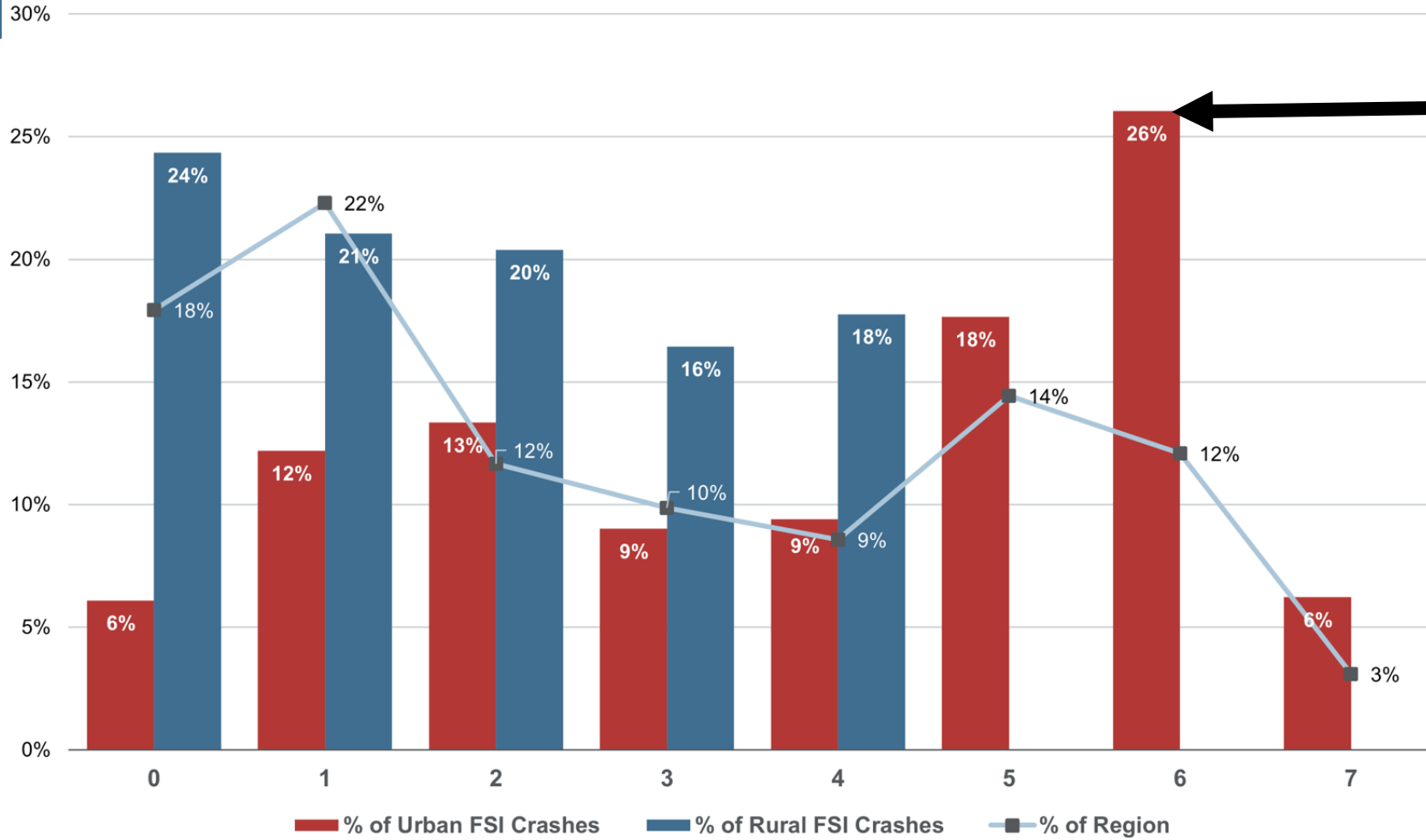


Shaded regions represent:  
4+ markers of  
transportation  
disadvantage

Source: 2020 Census Data

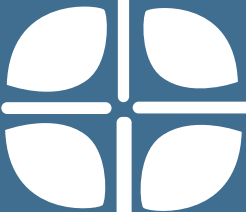


# Equity and Environmental Justice



FSI Crashes are concentrated in EJ areas

26% of all urban FSI crashes  
Vs.  
12% of urban centerline miles



# High injury Network (HIN) & High-risk Network



# Systemic Analysis

## High-injury Network

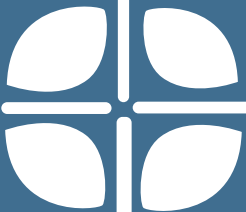
- **Reactive** (the "broken arm")
- Opportunity for targeted projects
- Higher-cost investments at fewer locations

## High-risk Network

- **Proactive** (the "leading indicator")
- Opportunity for broad deployment
- Lower-cost investments at many locations

**A holistic approach to safety programming considers both.**

- Where do they differ?
- Where do they intersect?




# 03. High Injury Network (HIN) Development





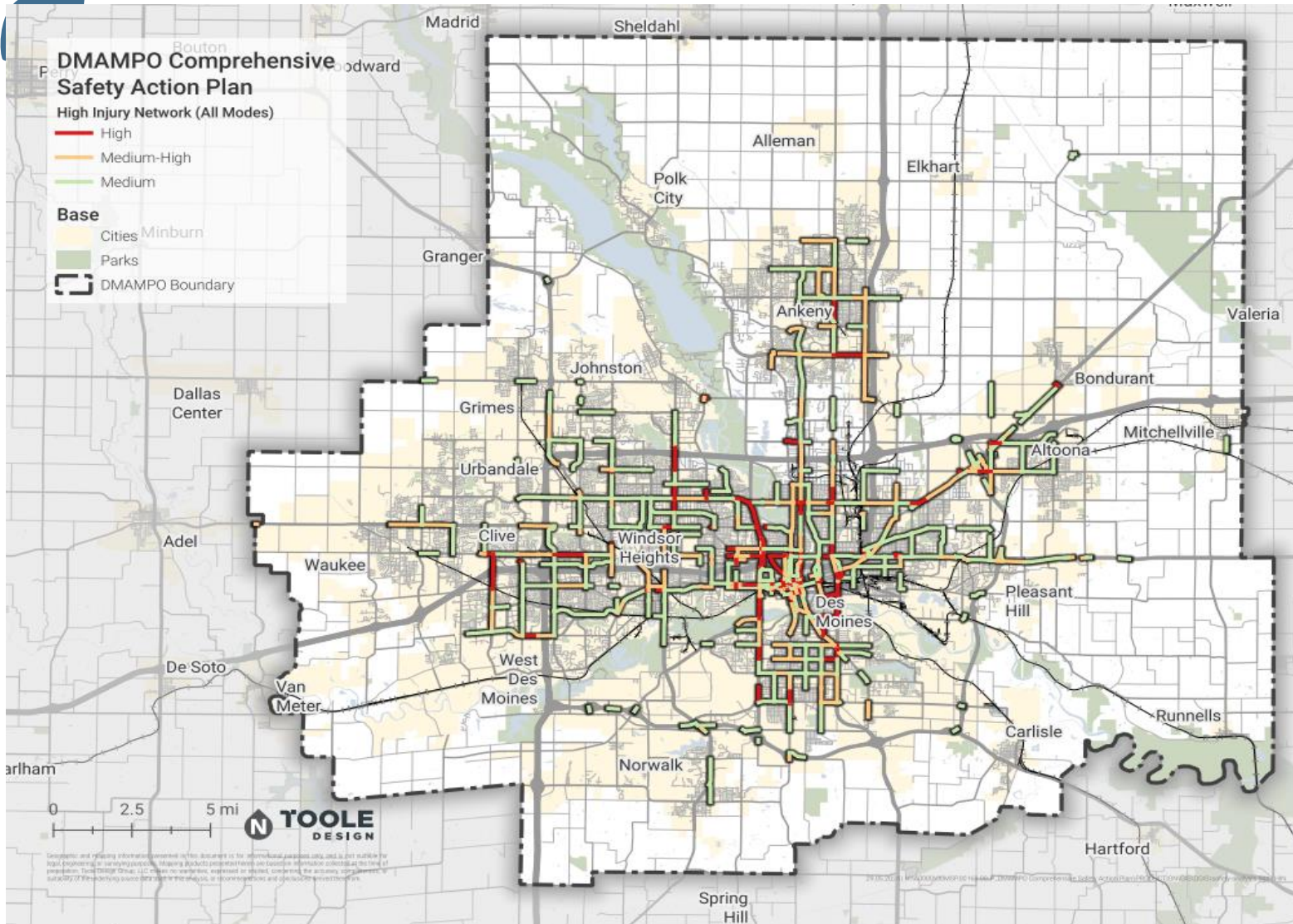
# High Injury Network (HIN)

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- HIN consists of injury crashes – with primary focus on fatalities and serious injuries
  - Crashes were weighted
    - Fatal: 3
    - Major Injury: 3
    - Minor Injury: 2
    - Possible/Unknown Injury: 1
  - Crashes were tied to the roadway network and normalized segments
  - Consists of 4 different HIN
    - Motor Vehicles (includes all crashes)
    - Bike
    - Ped
    - Motorcycles
- 

# HIN – All Crash

## Select HIN Segments Medium-High or Above

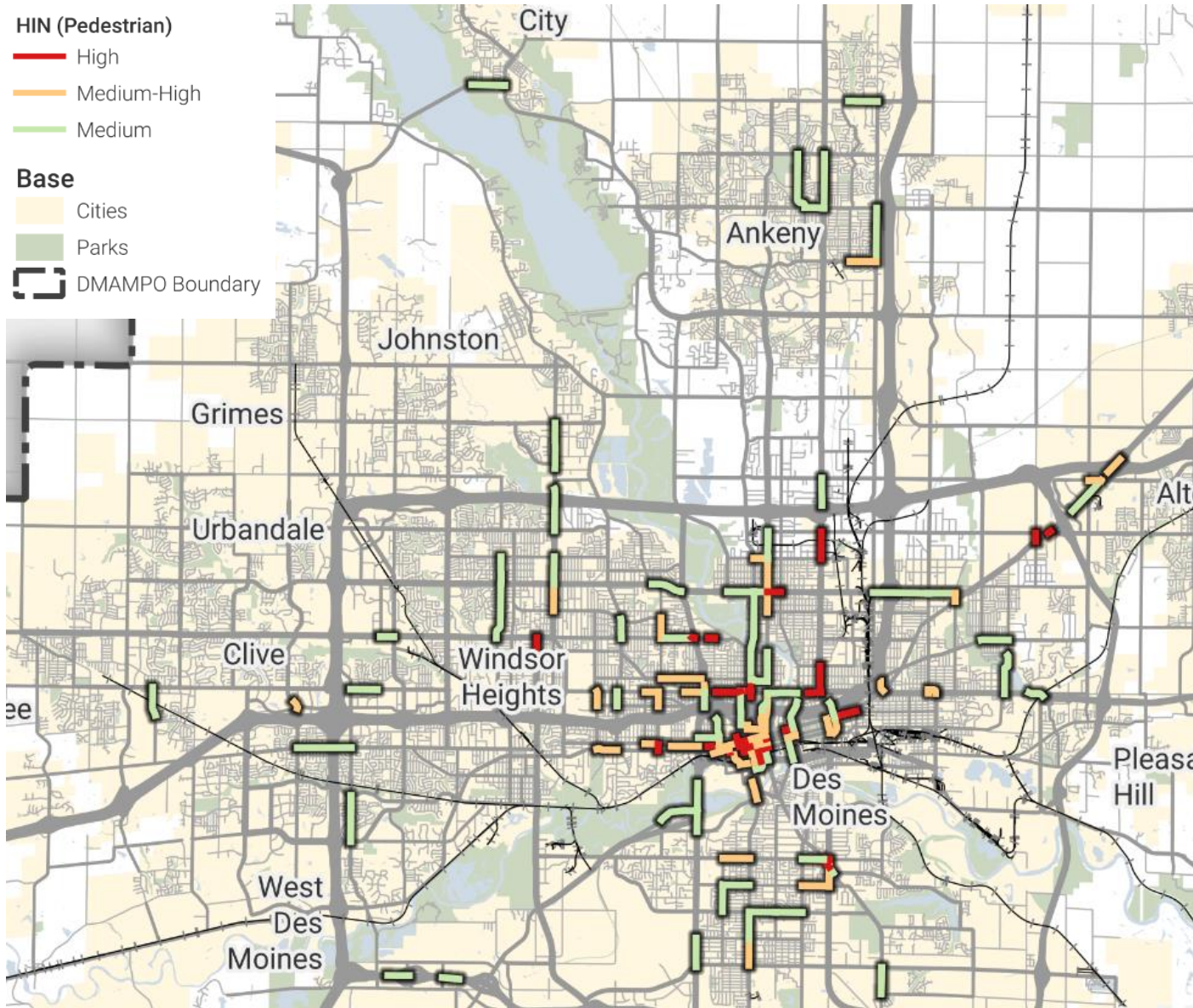


- Altoona: 8th St SW
- Ankeny: SE Delaware Ave
- Clive: University Ave
- Des Moines: SE 14th St
- Grimes: IA 141
- Pleasant Hill: E University Ave
- Waukee: Hickman Rd
- West Des Moines: Jordan Creek Pkwy

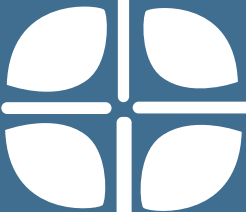


# HIN – Pedestrian

## Select HIN Segments Medium-High or Above



- Grand Ave
- Locust Street
- Walnut Street
- Court Ave
- 2nd Avenue / 3rd Street
- MLK Pkwy
- SW 9th Street
- University Ave



# 04. High risk Network








# Systemic Analysis

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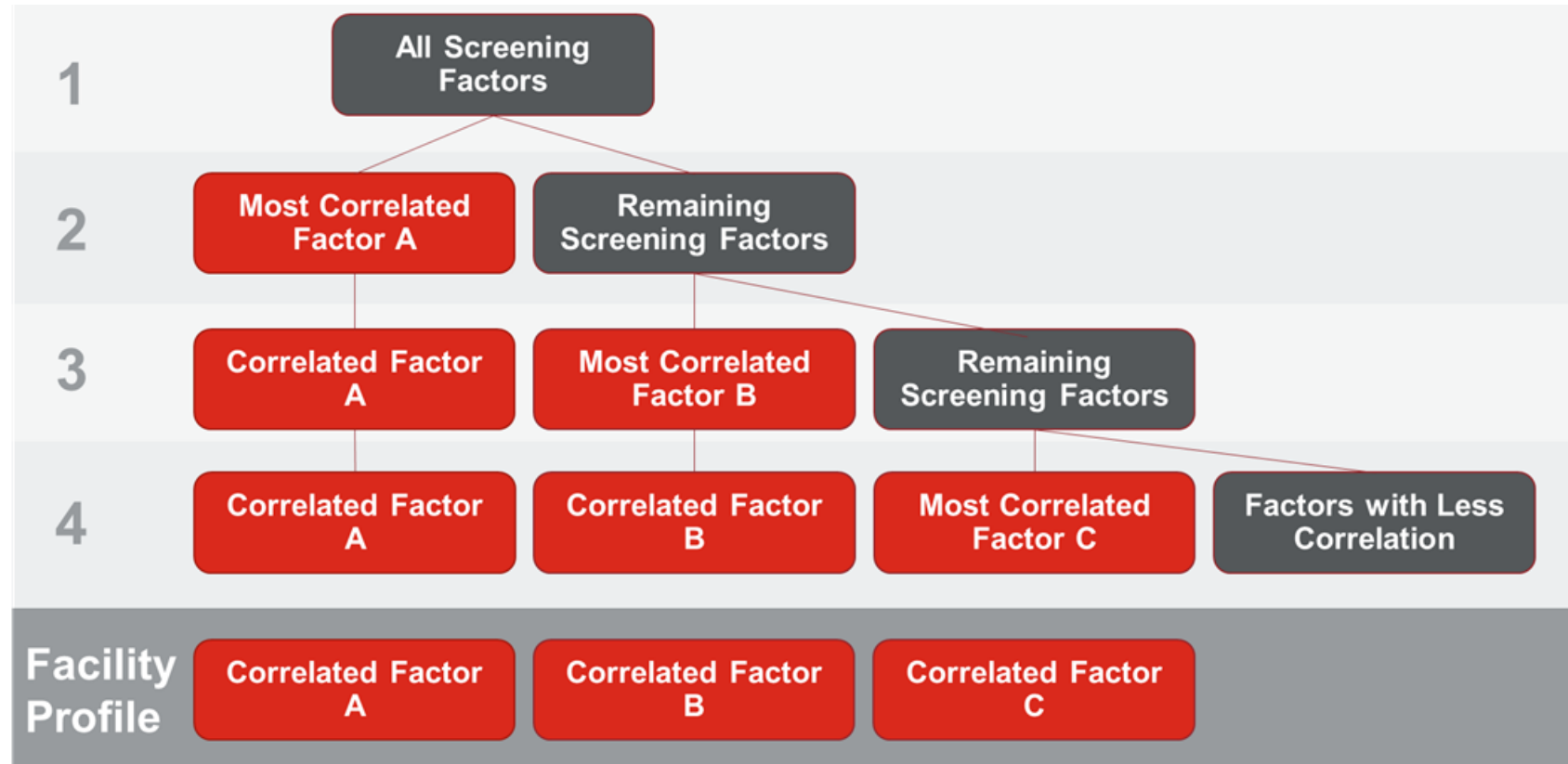
- Proactive, risk-based analysis by mode
  - Studying design, operational, and contextual attributes correlated with crash risk, such as
    - Lane configuration
    - Traffic volume
    - Functional class
    - Poverty
    - Zero-vehicle households
    - Disabled population
- 

# How Does it Work?

## Potential Risk Factors...

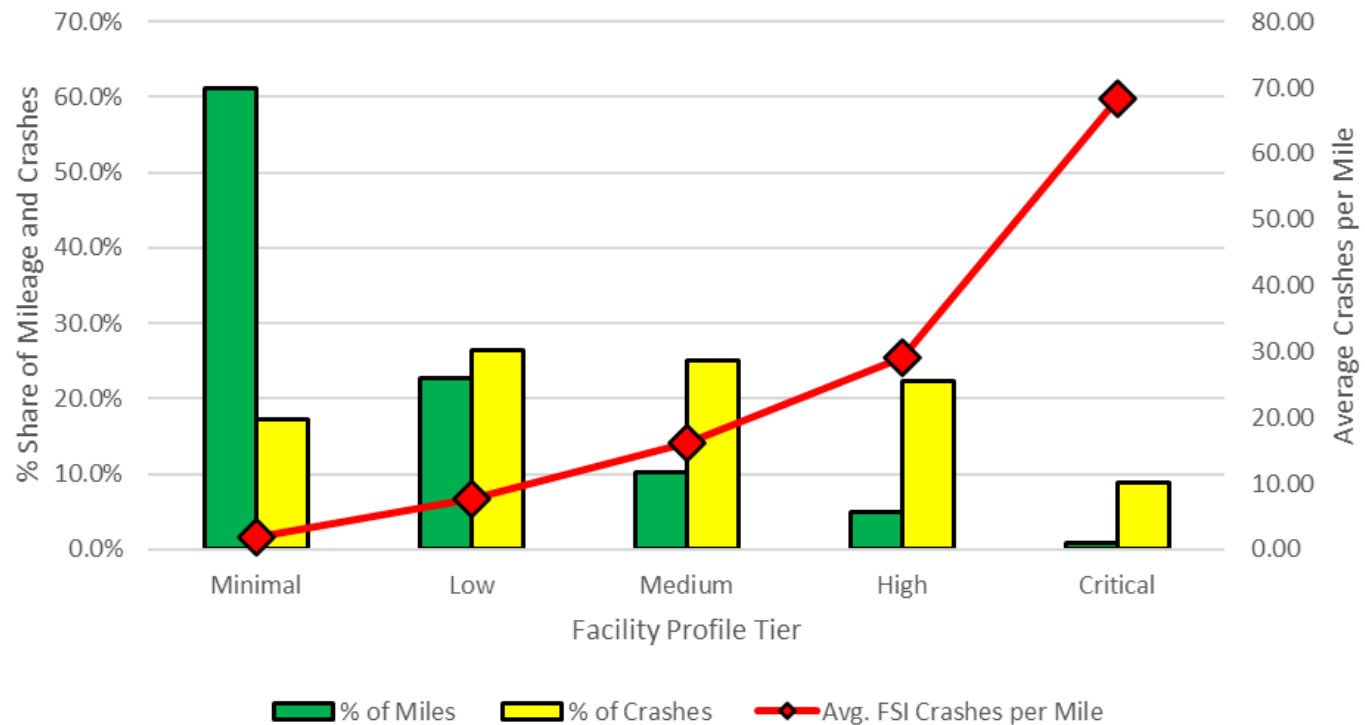
- Lane configuration
- Traffic volume
- Functional class
- Poverty
- Zero-vehicle households
- Disabled population
- Etc.

***Which are most impactful?***



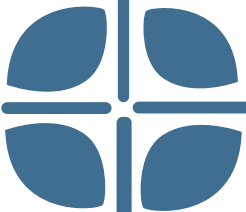


Facility Profile Tier	Facility Profile Definition					
	Functional Class	Lane Configuration	Disability Households	Population Below 18	Population Below 2X Poverty Level	AADT
<b>Critical</b>	Arterials	Multilane	> 35%	> 25%		
<b>High</b>	Arterials	Multilane	> 35%	≤ 25%		
	Arterials	Two-lane	> 35%		> 25%	
<b>Medium</b>	Arterials	Multilane	≤ 35%		≤ 25%	
	Not Arterials		> 35%			> 1,000
<b>Low</b>	Arterials	Two-lane	≤ 35%		> 25%	
	Not Arterials		≤ 35%		≤ 25%	> 1,000
<b>Minimal</b>	Not Arterials					≤ 1,000



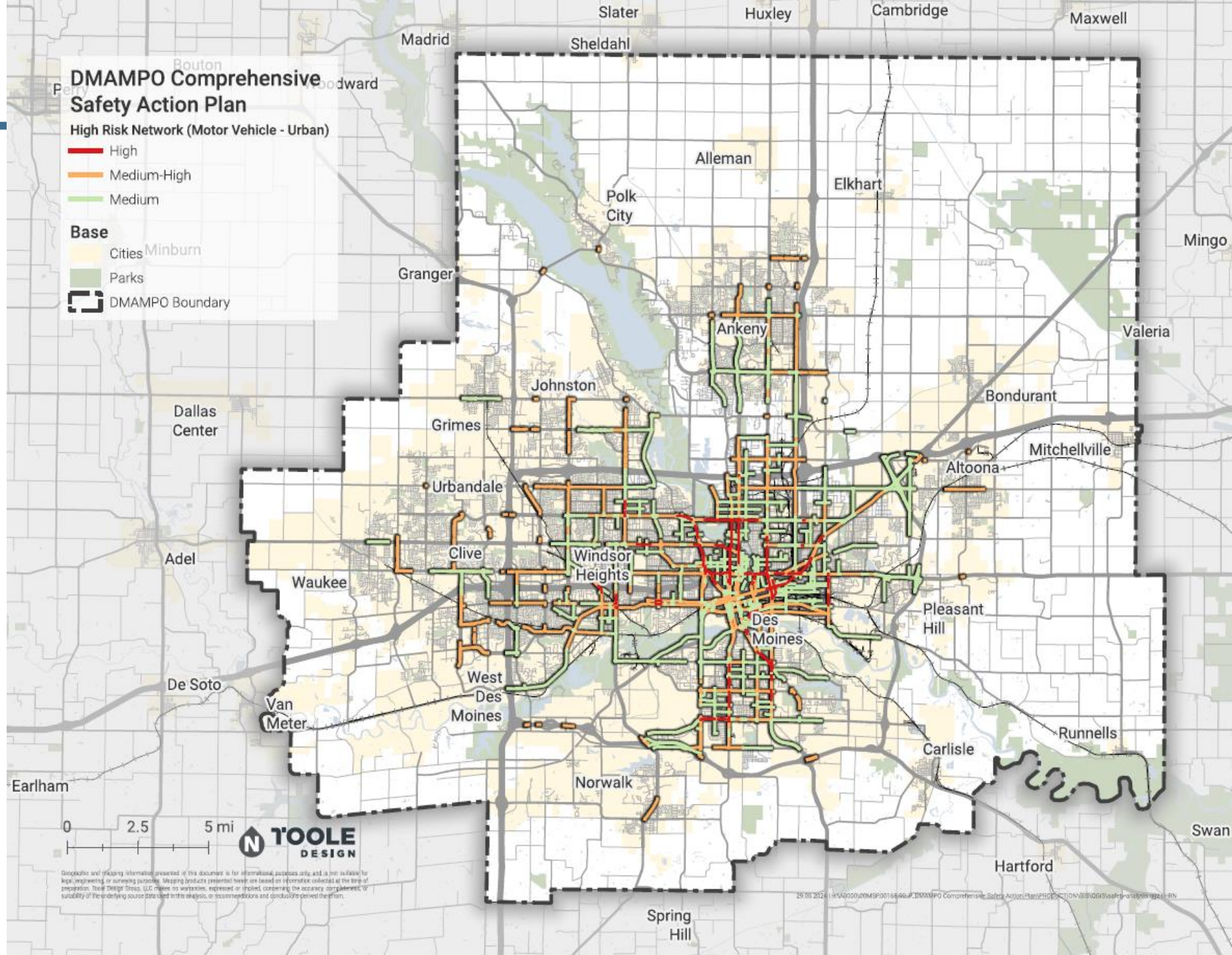
## Motor Vehicle Analysis

Urban Areas



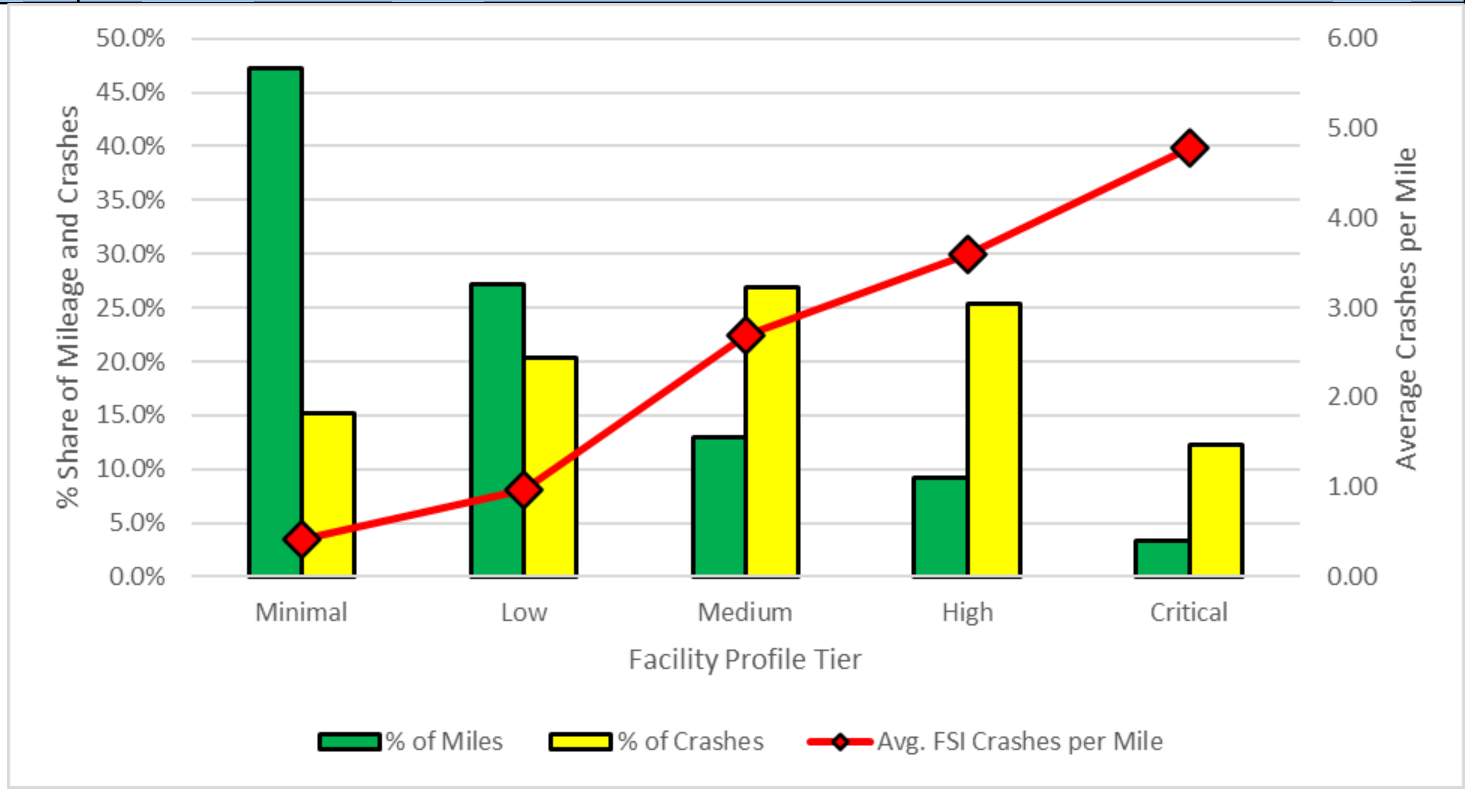
# Motor Vehicle Analysis

## Urban Areas





Facility Profile Tier	Facility Profile Definition					
	AADT	Disability Households	Population Over 64	Population Under 18	Minority Population	Functional Class
<b>Critical</b>	1,000-10,000	> 25%				
<b>High</b>	> 1,000	≤ 15%	> 5%	> 25%		
	> 1,000	15-25%	> 5%		> 15%	
	> 10,000	> 25%				
<b>Medium</b>	> 1,000	≤ 15%	> 5%	≤ 25%		
	> 1,000	15-25%	> 5%		≤ 15%	
<b>Low</b>	> 1,000	≤ 25%	≤ 5%			Not Local
	≤ 1,000					Local
	≤ 1,000	> 25%				
<b>Minimal</b>	≤ 1,000	≤ 25%				Local



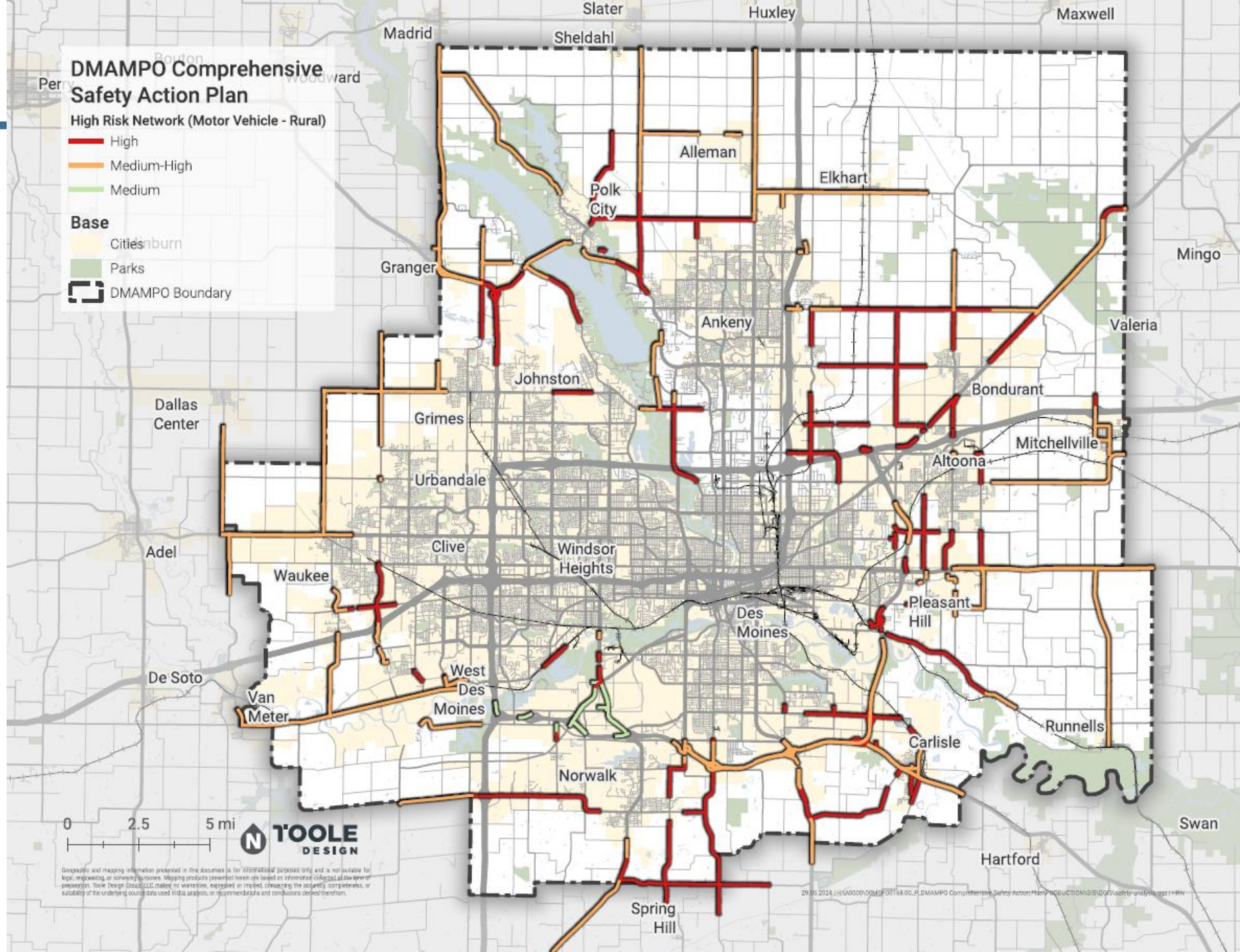
## Motor Vehicle Analysis

### Rural Areas



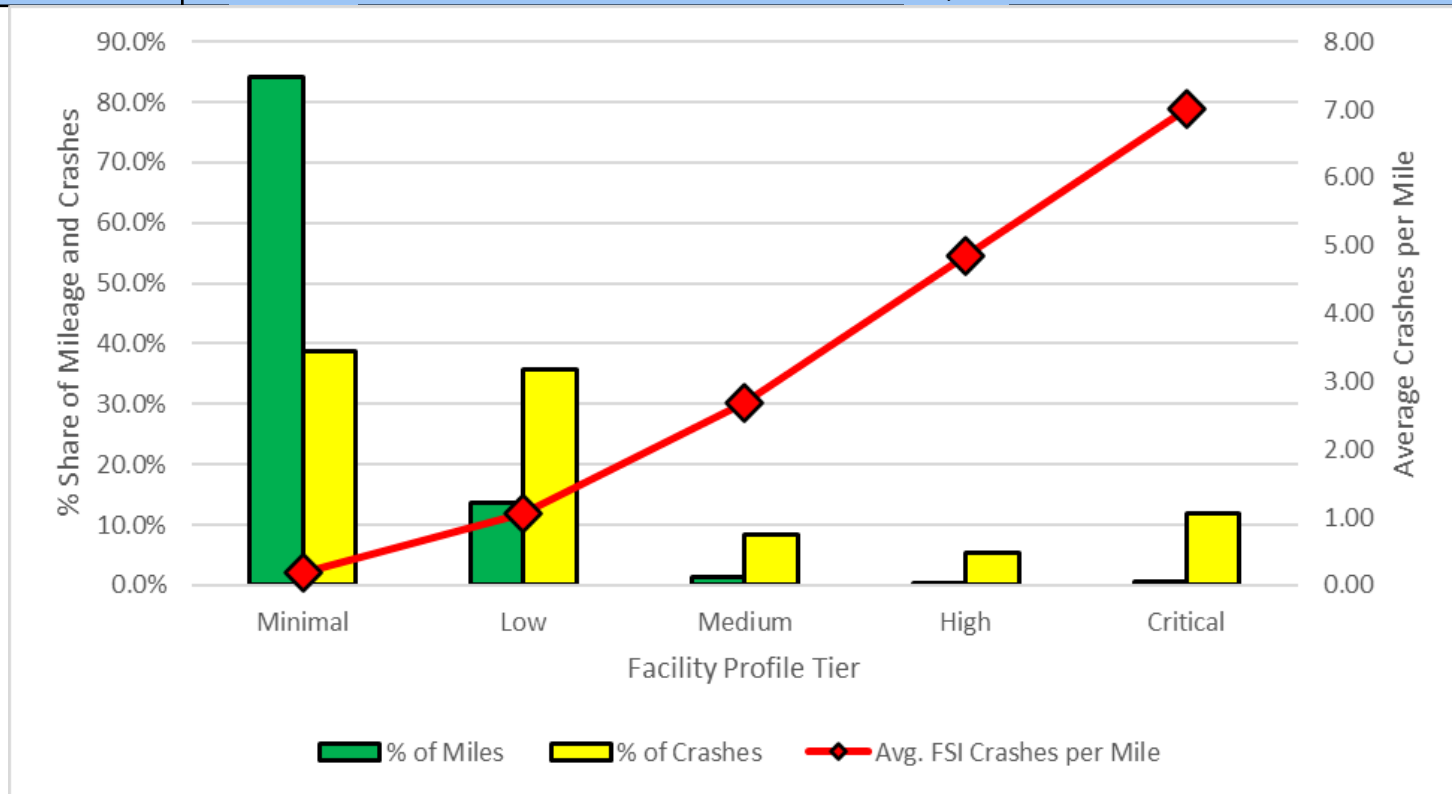


# Motor Vehicle Analysis Rural Areas





Facility Profile Tier	Facility Profile Definition					
	Lane Configuration	Population Below 2X Poverty Level	Population Under 18	AADT	Disability Households	Zero Vehicle Households
<b>Critical</b>	Multilane	> 45%	> 25%			
<b>High</b>	Multilane	> 45%	≤ 25%	> 10,000		
	Multilane	≤ 45%			> 35%	
<b>Medium</b>	Two-lane			> 1,000	> 35%	> 15%
<b>Low</b>	Two-lane			> 1,000	> 35%	≤ 15%
	Multilane	≤ 45%			≤ 35%	
	Two-lane	> 25%		> 1,000	≤ 35%	
	Multilane	> 45%	≤ 25%	≤ 10,000		
<b>Minimal</b>	Two-lane	≤ 25%		> 1,000	≤ 35%	
	Two-lane			≤ 1,000		

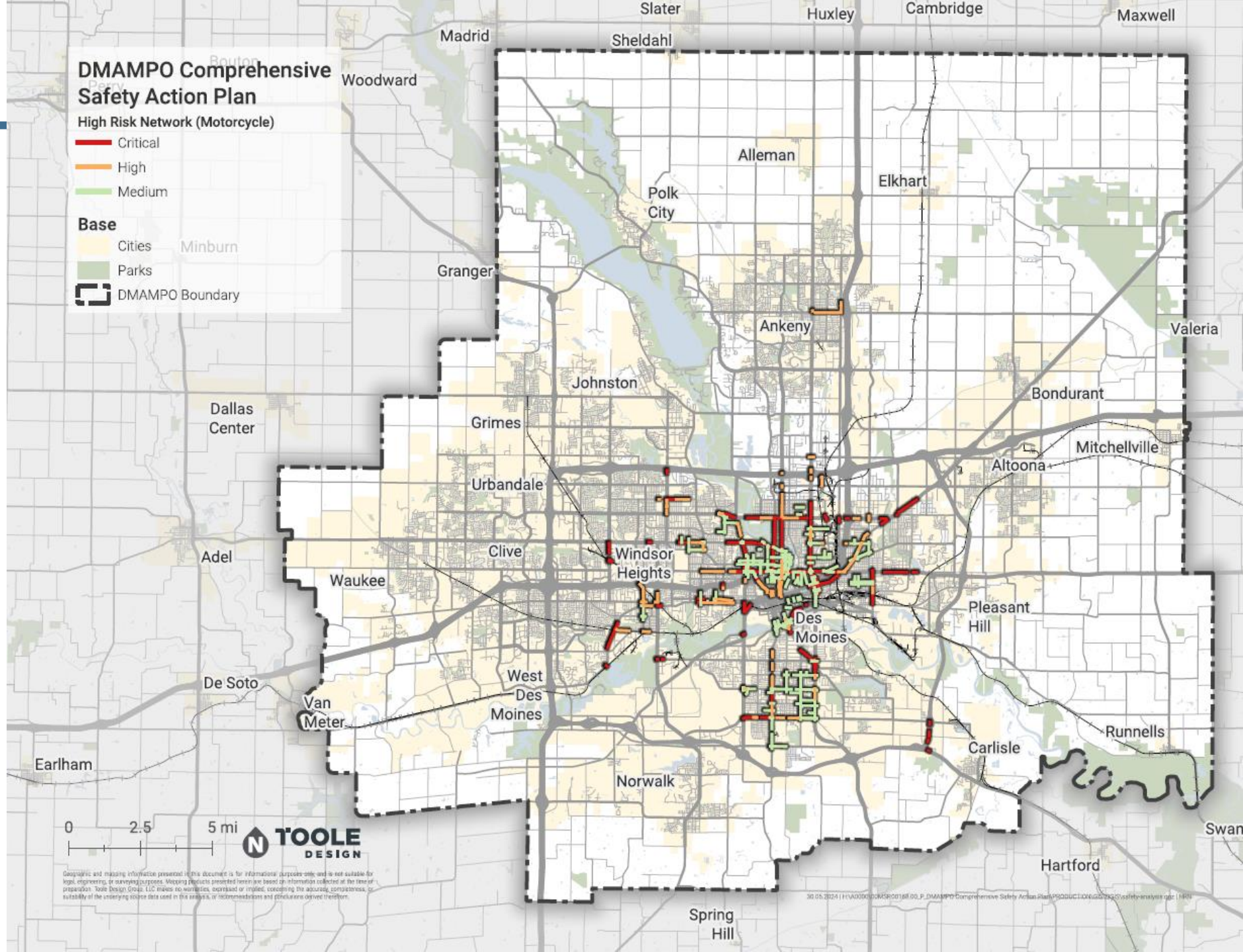


## Motorcycle Analysis





# Motorcycle Analysis

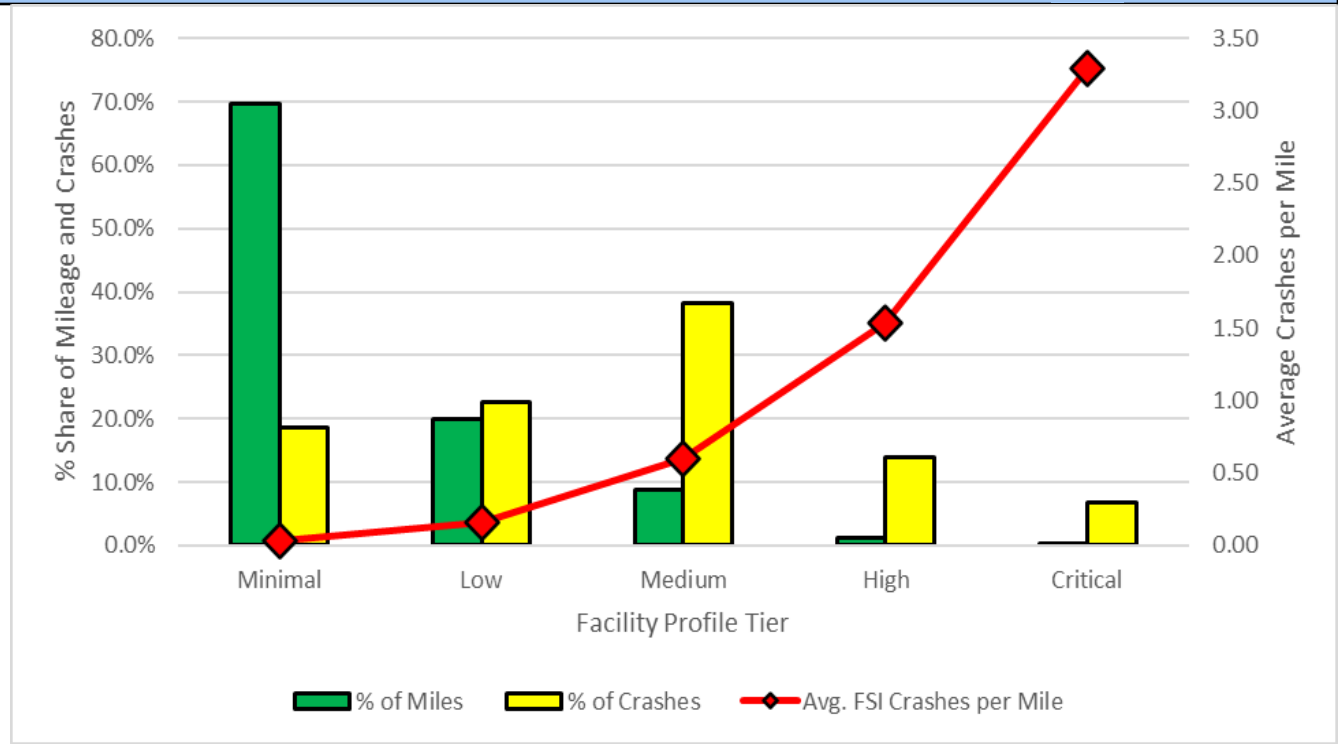






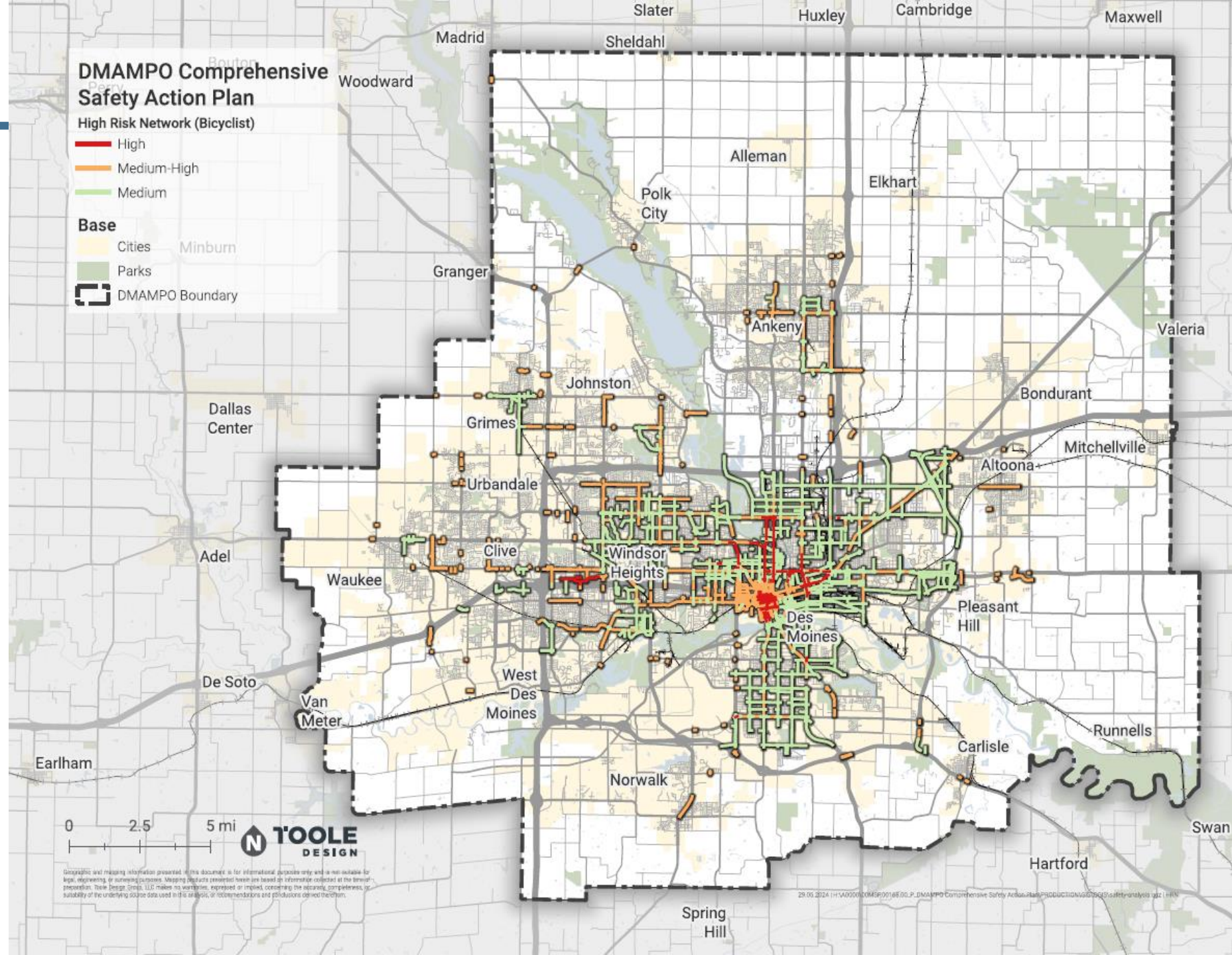
Facility Profile Tier	Facility Profile Definition						
	Lane Configuration	Disability Households	Limited English Population	Population Under 18	Population Below 2X Poverty Level	Zero-Vehicle Households	AADT
<b>Critical</b>	Multilane	> 35%	> 15%				
<b>High</b>	Multilane	15-35%		≤ 5%			
	Multilane Two-lane	> 35%	≤ 15%		≤ 15%	> 25%	> 5%
<b>Medium</b>	Multilane	15-35%		> 5%			> 1,000
	Two-lane			> 15%	> 25%	> 5%	> 1,000
<b>Low</b>	Two-lane				≤ 25%	> 5%	> 1,000
	Two-lane					> 5%	≤ 1,000
	Multilane	≤ 15%					
<b>Minimal</b>	Two-lane					≤ 5%	

## Bicycle Analysis





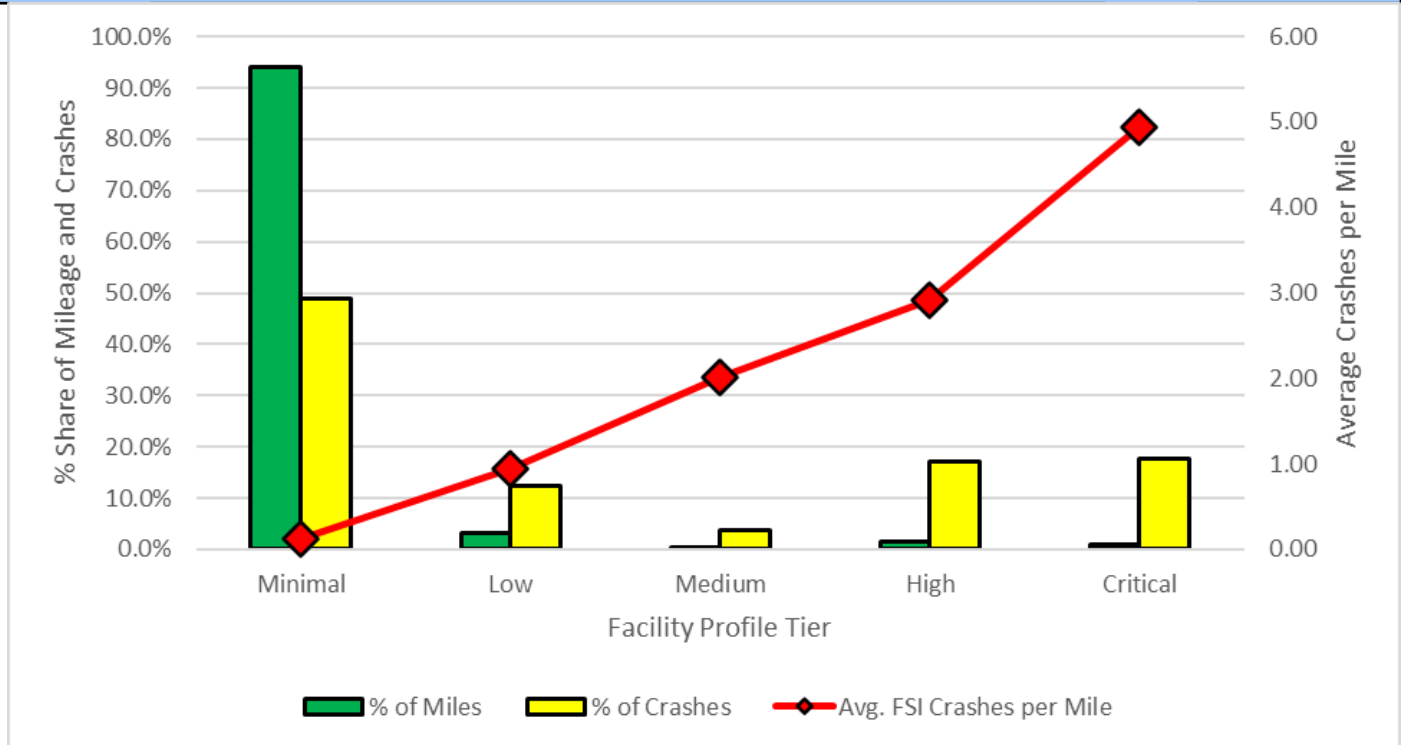
# Bicycle Analysis





Facility Profile Tier	Facility Profile Definition						
	Lane Configuration	Population Below 2X Poverty Level	Disability Households	Population Under 18	Limited English Population	Zero-Vehicle Households	AADT
Critical	Multilane	> 45%	> 35%				
	Multilane	≤ 45%		≤ 5%			
High	Two-lane			> 25%	> 5%	> 15%	> 1,000
	Multilane	> 45%	≤ 35%				
Medium	Two-lane			≤ 15%	≤ 5%	> 15%	> 1,000
Low	Two-lane			≤ 25%	> 5%	> 15%	> 1,000
	Multilane	≤ 45%		> 5%			
Minimal	Two-lane			> 15%	≤ 5%	> 15%	> 1,000
	Two-lane					> 15%	≤ 1,000
	Two-lane					≤ 15%	

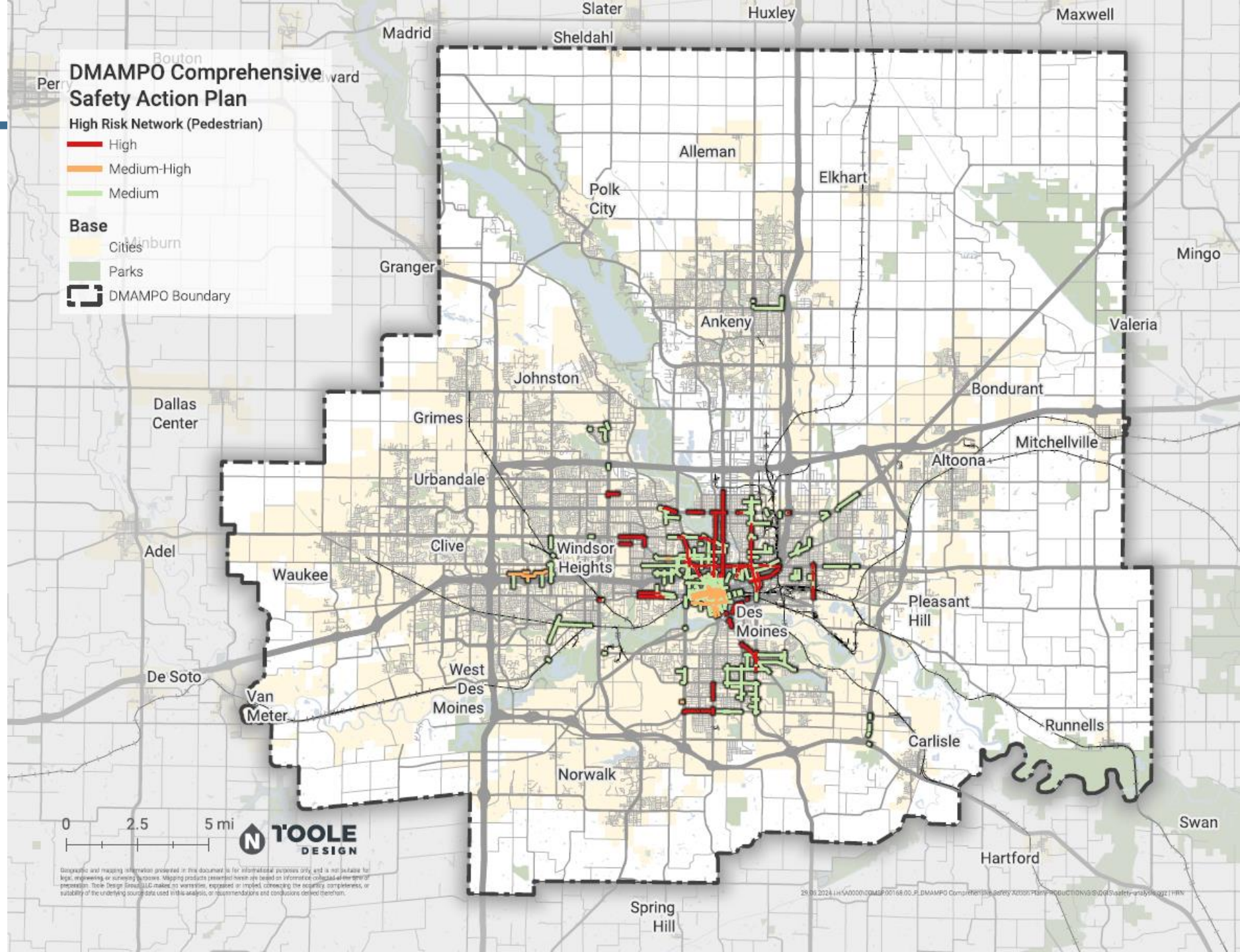
## Pedestrian Analysis

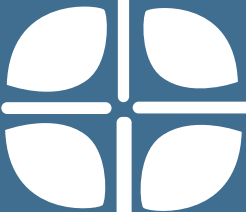






# Pedestrian Analysis





# 04. Next Steps



# Engagement

- Online Engagement, Survey and Map
- In Person Meetings, within member communities
- Regionwide engagement events

The screenshot shows a web page titled "Engagement Activities" for the "Des Moines Area MPO Safety Action Plan / DSM MPO CSAP Engagement". The page is divided into three main sections:

- 1. Identify Areas of Interest or Concern**: "Zoom and pan through a map of the Des Moines Area MPO region and show us areas that you do or do not feel safe."
- 2. Tell Us Your Ideas**: "Please complete a short survey to tell us about yourself and ideas for safety improvements."
- 3. Show Us Your Ideas**: "Upload images or comments that represent your ideas for transportation safety in the Des Moines Area MPO region."

Below the instructions, there are three tabs: "IDENTIFY AREAS OF INTEREST OR CONCERN" (selected), "TELL US YOUR IDEAS", and "SHOW US YOUR IDEAS".

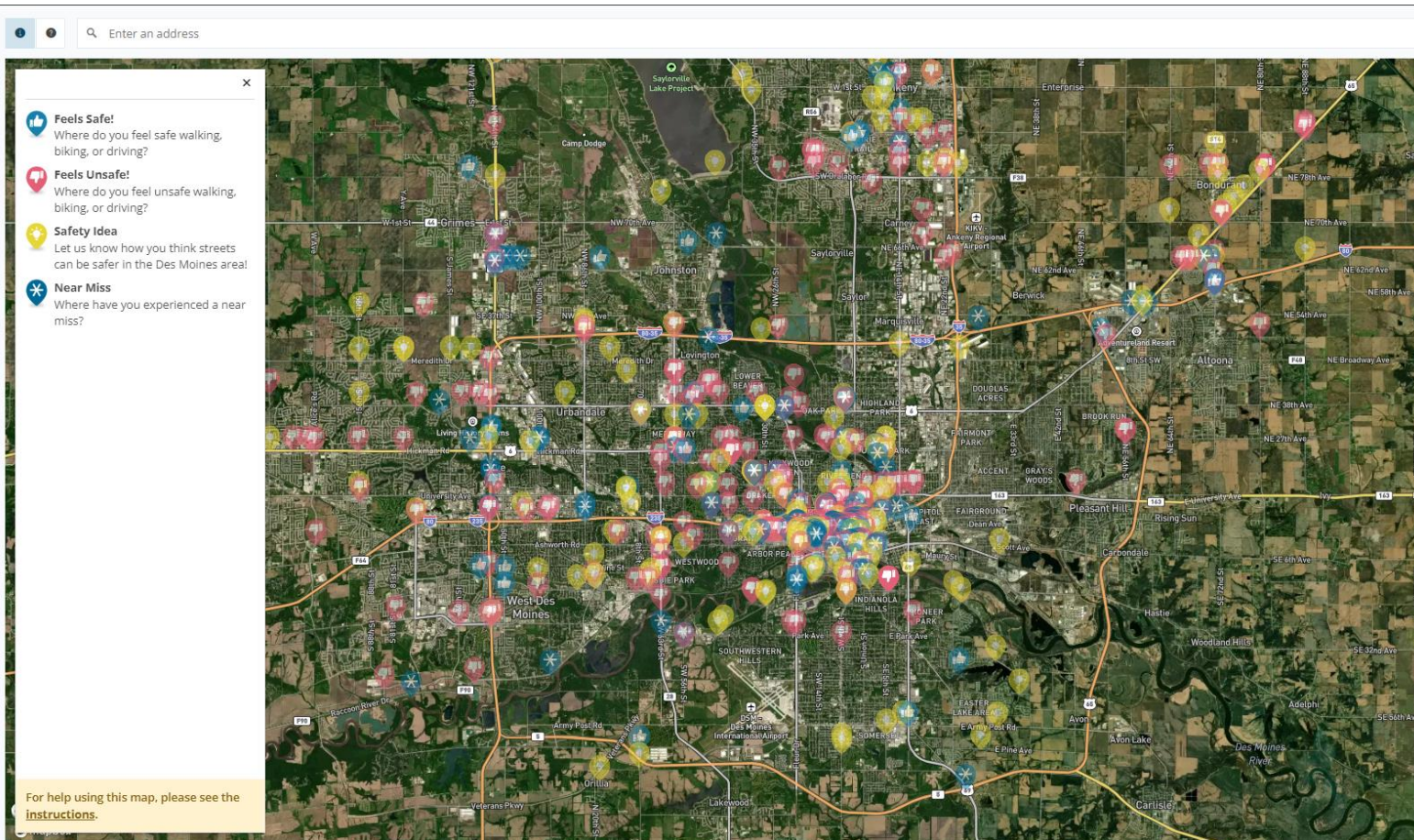
The "Mapping Activity" section is active, showing two steps:

- STEP 1:** "Click 'Add Marker'" - A blue button with a location pin icon and the text "Add Marker".
- STEP 2:** "Place your point on the map and choose your comment type!" - A list of four comment types, each with a colored icon:
  - Feels Safe!** (Blue thumbs up icon): "Where do you feel safe walking, biking, or driving?"
  - Feels Unsafe!** (Red speech bubble with exclamation mark icon): "Where do you feel unsafe walking, biking, or driving?"
  - Safety Idea** (Yellow lightbulb icon): "Just as those from you think streets can be safer in the Des Moines area?"
  - Near Miss** (Blue starburst icon): "Have you experienced a near miss?"

At the bottom, there is a map interface with a search bar, a "582 contributions so far" indicator, and a map of the Des Moines area covered with numerous colored markers corresponding to the comment types. An "Add Marker" button is visible in the bottom right corner of the map area.



# Community Input - Map




## User Experience & Perception

- Feels Safe
- Feels Unsafe
- Safety Idea
- Near Miss



# Next Steps

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- Prepare a safety analysis technical memo
  - Continue Engagement
  - Compare safety analysis findings with stakeholder / committee insights
  - Use findings to identify safety countermeasures and inform development of tools for member communities
  - Use analysis findings and feedback to develop priority areas
  - Engage stakeholders / committees to get feedback on priorities
  - Member Community Commitment, Resolutions
  - Develop Plan & Implementation Tools
- 





Thank you!

Discussion

# PRESENTATION: DART UPDATE



# DART Update

June 6, 2024

MPO Technical Committee

# Agenda

- ▶ **A shared vision and plan**
- ▶ **How we're aiming to get there:**
  - ▷ **Short-term:** Two-year stability plan
  - ▷ **Long-term:** Reimagine DART
  - ▷ **DART Infrastructure:** Facilities, Fleet and Technology



## **A shared regional vision for the future of public transit in Greater Des Moines**

Reimagine DART seeks to develop a sustainable, 10-year vision for transit that addresses post-pandemic realities and draws upon recent planning efforts and resources to help chart a fresh course forward.

**dart**

# Two-year Stability Plan

## Multiple Funding Solutions

- MPO Funding (Carbon Reduction Program)
- One-time capital funding
- One-time reserve funds
- City of Des Moines funding (above property taxes)
- Administrative cuts
- Eliminate the Downtown Shuttle (D-Line), (no other immediate service reductions)

# Administrative Reductions

- Approximately \$900,000 in expense reductions in FY25 budget (some offset by increases in certain areas above 5%)
  - 4 position eliminations
  - Elimination of on-board Wi-Fi
  - Reduction of customer service hours
  - Cancellation of some professional services, technology, and memberships
  - Small reductions across several areas



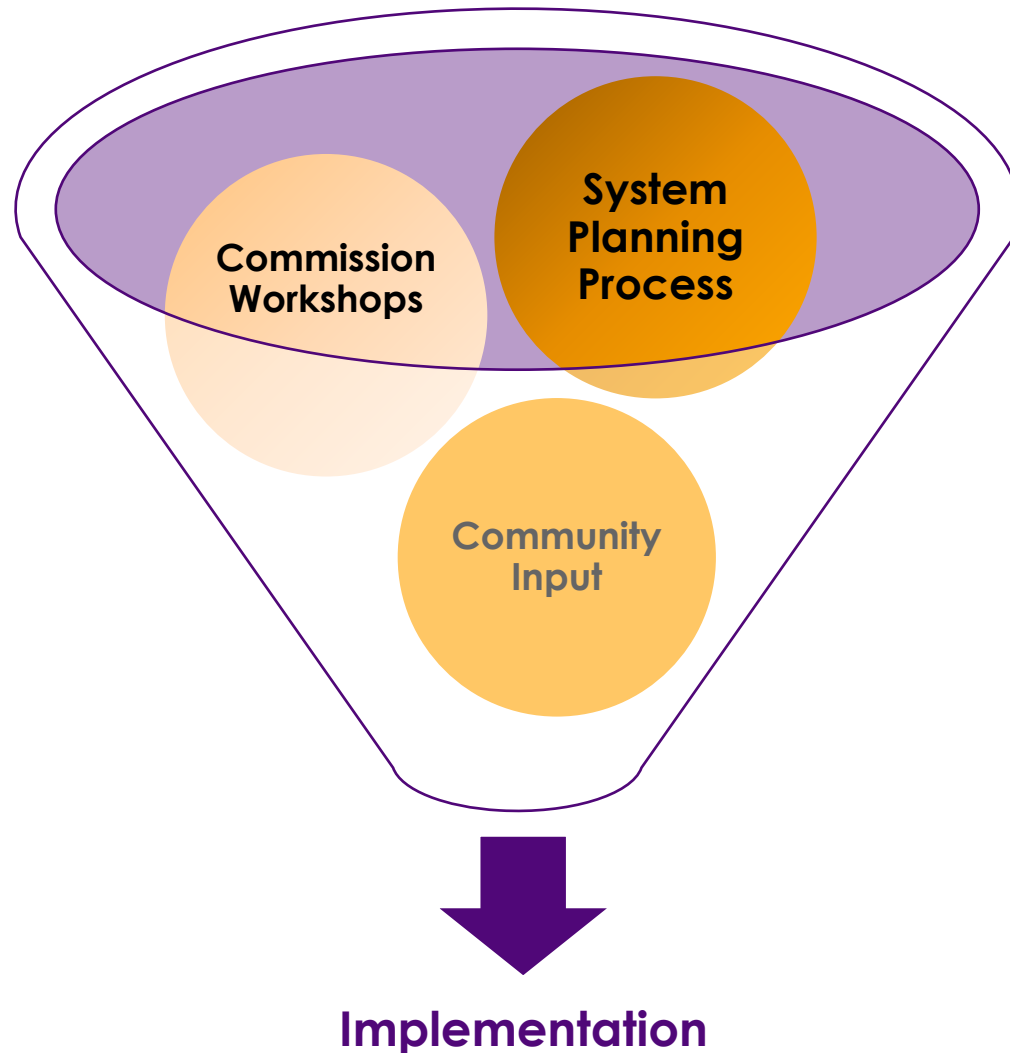
**dart**

# Reimagine DART

## Goals

- Shared understanding of what we are trying to achieve through a regional transit system and how DART's performance should be measured
- Consensus on the level of service and service delivery model
- Plan for how the regional transit network grows if additional funding becomes available
- Buy-in from DART member communities on governance model and funding formula

# Reimagine DART Process



A series of facilitated Commission workshops this summer to address key issues impeding progress.

- Survey Member Communities: *May/June*
- Member government interviews: *July*
- Facilitated workshops: *August/September*

# Service Redesign

## Approximate Time Frame: 12-18 months

- Review of existing plans & studies
- Existing conditions analysis & peer analysis
- Define regional transit goals (outcomes and metrics)
- Scalable system redesign scenarios with anticipated outcomes and recommended implementation plans (*including ridership, budget and fleet impacts*)
- Identify and develop performance metrics by service mode for each scenario
- Public Input

## Additional Potential Components

- Financial development model using existing funding tools & a recommended financial strategy for long-term funding stability
- Optional funding formula and/or governance evaluation
- Fare policy review & recommendations
- Economic Impact (Possibly MPO)



# DART Infrastructure

## Fleet:

- Continued diversification of fleet (30', 40' and light-duty vehicles)
- Zero-emission transition planning

## Facilities:

### • **Operations & Maintenance Facility:**

- Phase 1 Funded, groundbreaking this fall
- Efforts underway to secure funding for future phases

### • **Bus Stops, Shelters and Benches:**

- 52 active bus shelters and 15 active benches, including newly or soon-to-be installed shelters in Ankeny, Des Moines, Johnston, Urbandale, and Windsor Heights
- Have worked with most member communities on roadway redesign projects to ensure transit and pedestrian access and proper bus stop placement (Thank you!)

## Technology:

- Evaluation and planning for improvements to customer-facing technology (app, paratransit reservations)
- Simplification and streamlining of internal systems

dart

Questions?

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

# FFY 2024-2027 TIP Amendments

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- Sponsor: DART
- Project: Technology and Ridership Promotion (55857)
- Federal Aid Amount: \$80,000
- Total Cost: \$100,000
- Type of Funding: ICAAP
- Change: Add project to FFY 2024





# FFY 2024-2027 TIP Amendments


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- Sponsor: DART
- Project: Route 17 Extension to Bondurant (55859)
- Federal Aid Amount: \$104,784
- Total Cost: \$130,980
- Type of Funding: ICAAP
- Change: Add project to FFY 2024



# **DRAFT FFY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM**

# Draft FFY 2025-2028 TIP



- The FFY 2025-2028 has been prepared and will be submitted to the Iowa DOT on June 15.
- Please review the project list and make sure that all your projects are correctly programmed (page 40).

# Draft FFY 2025-2028 TIP

## STBG Fiscal Constraint

	2025	2026	2027	2028
Unobligated Balance (Carryover)	\$15,829,244	\$6,923,593	\$4,658,593	\$6,498,593
STBG Target	\$15,498,000	\$15,788,000	\$16,090,000	\$17,138,000
Subtotal	\$31,327,244	\$22,711,593	\$20,748,593	\$23,636,593
Transfer Out	\$0	\$0	\$0	\$0
Programmed STBG Funds	\$24,403,651	\$18,053,000	\$14,250,000	\$9,050,000
Balance	\$6,923,593	\$4,658,593	\$6,498,593	\$14,586,593

# Draft FFY 2025-2028 TIP

## TAP Fiscal Constraint

	2025	2026	2027	2028
Unobligated Balance (Carryover)	\$1,387,269	\$1,196,218	\$1,558,218	\$3,274,218
TAP Target	\$1,608,949	\$1,662,000	\$1,716,000	\$1,716,000
Subtotal	\$2,996,218	\$2,858,218	\$3,274,218	\$4,990,218
Transfer Out	\$0	\$0	\$0	\$0
Programmed TAP Funds	\$1,800,000	\$1,300,000	\$0	\$2,672,000
Balance	\$1,196,218	\$1,558,218	\$3,274,218	\$2,318,218

# **TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM UPDATE**

# Transportation Capital Improvement Plan FFY 2025 – 2028

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- Comprehensive Coverage:
  - Create a regional TCIP that encompasses all local municipalities, counties, and the Iowa DOT within the MPO planning area.
  - Organized by municipality, project type, fiscal year funding and funding sources.
- Interactive Public Map:
  - An ArcGIS Story Map will be created to provide public access to the information.
- Submission Deadline:
  - Please submit your most up-to-date CIP by Friday, June 21.
- Next Steps:
  - Continue collecting CIP data from municipalities.



# **CARBON REDUCTION PROGRAM FUNDING PROCESS**

# Carbon Reduction Program Update

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- The CRP Subcommittee met on May 16<sup>th</sup> to discuss the development of a process to award the remaining CRP funds
- Committee members include:
  - Mark Mueller – Ankeny
  - Tony Filippini – DART
  - Mike Ludwig – Des Moines
  - Madeline Sturms – Pleasant Hill
  - Rudy Koester – Waukee

# Carbon Reduction Program Update

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- There was a good discussing including the following key points:
  - Investigate the option to suballocate
  - Application process open to all eligible uses
  - Stagger timing of CRP application to not conflict with STBG/TAP application
  - Use carbon reduction as key metric to evaluate applications

# Carbon Reduction Program Update

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- Next Steps:
  - Draft application materials
  - Share with CRP Subcommittee towards end of June/early July
  - Finalized application materials
  - Present to Tech, Executive, Policy in August
  - Open CRP application in September/October

# **CHARGING & FUELING INFRASTRUCTURE DISCRETIONARY GRANT PROGRAM**

# Charging & Fueling Infrastructure Discretionary Grant Program



- Notice of Funding Opportunity (NOFO) released in May 2024.
  - \$1.3 billion available this cycle.
- Eligible Fuels: Electric, Hydrogen, Natural Gas (Compressed, Liquified), Propane (limited to medium and heavy vehicles)
- Previously Submitted Applications:
  - Applicants not funded in previous rounds may resubmit their applications for reconsideration.
  - \$520 million available.
  - **Deadline: July 1, 2024.**
- New Applications
  - \$800 million available.
  - **Deadline: August 28, 2024.**

# CFI Webinars and Informational Meeting

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## **WEBINARS**

- Webinar 1 – NOFO Overview – 1:30 to 2:30 p.m. Thursday, June 6.
- Webinar 2 – Round 1 Reconsideration – 12 to 12:30 p.m. Tuesday, June 11.
  - Links will be included in post-meeting email.

## **INFORMATIONAL MEETING OF STAKEHOLDERS**

- 10 a.m. Wednesday, June 19, at MPO office.



# UPCOMING EVENTS

# Upcoming Events

## Webinars

- [\*\*A Parking Roadmap: Where to Start When Managing Parking for Your Trail\*\*](#) – June 6
- [Dangerous by Design: How Street Design Contributes to the Pedestrian Safety Crisis](#) – June 6
- [Talking Traffic Webinar: Bicycle and Pedestrian Count Data Gathering and Reporting](#) – June 11
- [Overcoming Barriers: Innovative Practices to Securing Federal Funding for Trails and Active Transportation Networks](#) – June 11
- [\*\*Innovations in Accessibility\*\*](#) – June 11
- [\*\*Fundamentals of StreetLight InSight Training for Des Moines Area MPO\*\*](#) – June 12
- [When Driving is Not an Option: Designing Transportation for Involuntary Non-drivers Improves Accessibility for All](#) – June 13
- [University of Iowa Evaluation of Pedestrian Crossing Safety on Right Turns of Urban Unsignalized Intersections Using Virtual Reality](#) – June 13
- [\*\*Three Ways to Estimate the Economic Impact of Trails and Outdoor Recreation\*\*](#) – June 16
- [Take me out to the Ballgame: Connecting Stadiums to Communities](#) – June 21

## Events

- [TRB 2<sup>nd</sup> International Conference and Peer Exchange on Roadside Safety](#) – June 23-26 – Orlando, FL
- [\*\*Iowa County Engineers Association \(ICEA\) Mid-Year Conference\*\*](#) – July 11 – Ames, IA
- [TRB 2<sup>nd</sup> Conference on Advancing Transportation Equity](#) – July 15-18 – Baltimore, MD
- [ITE International Annual Meeting and Exhibit](#) – July 21-24 – Philadelphia, PA

# OTHER ITEMS OF INTEREST

# Growth Scenario


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- Staff has received the finalized Transportation Analysis Zones (TAZ) file from HDR
- Staff is preparing an Excel worksheet and online map for communities to use to complete their housing/employment growth allocations
- An email will be sent out with directions on how to complete the growth scenario spreadsheet early next week.

# Active Transportation Infrastructure Investment Program

- The ATIIIP grants will allow communities to identify, prioritize, and implement improvements to the largest barriers to safe, accessible, and equitable pedestrian and bicycle network connectivity
- MPO staff plans to submit for a planning grant to identify active transportation network
  - Anticipated request \$200,000
  - Floor award \$100,000

# June 6, 2024, Agenda



1. Call to Order
2. VOTE: Approval of Agenda
3. VOTE: Approval of Meeting Minutes
4. PRESENTATION: Comprehensive Safety Action Plan Update
5. PRESENTATION: DART Update
6. REPORT and VOTE: FFY 2024-2027 Transportation Improvement Program Amendments
7. REPORT and VOTE: Draft FFY 2025-2028 Transportation Improvement Program
8. REPORT: Transportation Capital Improvement Program Update
9. REPORT: Carbon Reduction Program Funding Process
10. REPORT: Charging & Fueling Infrastructure Discretionary Grant Program
11. REPORT: Upcoming Events
12. Other Non-Action Items of Interest to the Committee
13. Next Meeting Date – July 11, 2024 – 9:30 a.m.
14. Adjournment