



DES MOINES AREA MPO

Executive Committee Meeting

February 6, 2025

APPROVAL OF AGENDA

February 6, 2025, Agenda



1. Call to Order
2. VOTE: Approval of Agenda
3. VOTE: Approval of Meeting Minutes
4. REPORT and DISCUSS:
 - a. MPO Officers
 - b. Comprehensive Safety Action Plan
 - c. Regional Application to Safe Streets for All
 - d. Legislative Updates and DC List
 - e. Fiscal Year 2026 Unified Planning Work Program and Strategic Planning
5. INFORMATIONAL ITEMS
 - a) January Financial Statement
 - b) SUDAS Appointment
 - c) Regional Safety Performance Targets (Performance Measures 1)
 - d) Regional Safety Performance Targets (Performance Measures 2)
 - e) Request for Proposal for Multimodal Economic Impact Study
6. Other Non-Action Items of Interest to the Committee
7. Next Meeting Date – 11:30 a.m. Thursday, March 6, 2025
8. Adjournment

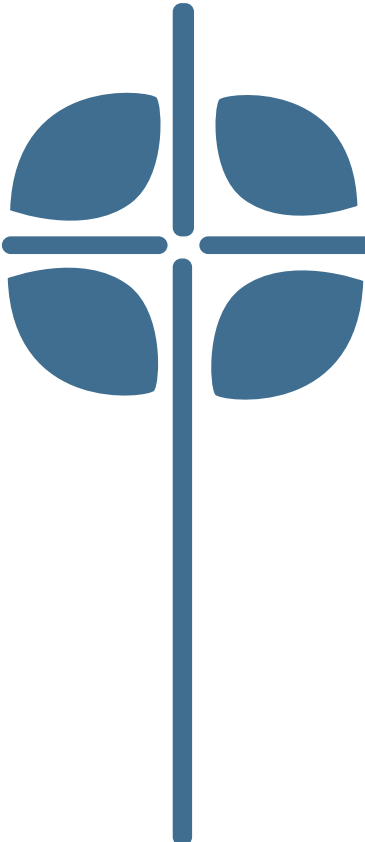
APPROVAL OF MEETING MINUTES

MPO OFFICERS

Nominations

- Nominating Committee (Dean O'Connor, Joe Gatto, and Amanda Wanke) recommends reappointing current officers for another term:
 - Mark Holm, Polk County – Chair
 - Jeff Walters, Polk City – Vice Chair
 - Connie Boesen, Des Moines – Secretary/Treasurer
- Recommendation goes to Policy later this month for consideration.
- Other nominations may be made at that time.

DRAFT COMPREHENSIVE SAFETY ACTION PLAN



DMAMPO Comprehensive Safety Action Plan

Transportation Technical Committee
February 6, 2025



CONFLUENCE





Comprehensive Safety Action Plan



DRAFT | January 2025

Acknowledgements

This plan was completed with the valuable input of many Des Moines area stakeholders. Community members and agency staff gave the planning team insight into the state of transportation safety in the Des Moines area. In addition to the public's input received through surveys, focus group meetings, and pop-up workshops, the time and energy of the Transportation Safety Committee was particularly appreciated.

Transportation Safety Committee

Doug Allen, Traffic Management Advisory Committee
 Corey Bogenreif, City of Des Moines
 Zhi Chen, MPO
 John Davis, City of Des Moines
 Zach Ellingson, Department of the Blind
 Johnnie Gibson, FHWA
 Jeremy Lewis, Street Collective
 Dylan Mullenix, MPO
 Len Murray, City of Pleasant Hill
 Luis Montoya, DART
 Nicole Oneyear, FHWA
 Eric Peterson, City of West Des Moines
 John Peterson, City of West Des Moines
 Carl Saxon, MPO
 Meg Schneider, Urban Land Institute
 Andrew Swisher, Iowa DOT
 Bret VandelLune, Polk County

MPO Policy Committee

Chair Mark Holm, Polk County Supervisor
 Jake Akers, Van Meter Council Member
 Jake Anderson, Grimes City Administrator
 Robert Andeweg, Urbandale Mayor
 Connie Boesen, Des Moines Mayor
 Jason Brown, Norwalk Council Member
 Dan Carver, Carlisle Council Member
 Julie Castillo, HIRTA Executive Director
 Courtney Clarke, Waukee Mayor
 Chris Coleman, Des Moines Council Member
 Aaron DeKock, Warren County Supervisor
 Tammi Dillavou, Mitchellville City Administrator
 Gerni Doyle, FTA Region 7
 Shelby Elbel, Iowa DOT
 Doug Elrod, Bondurant Mayor
 Jim Evans, Johnston Council Member
 Colton Fors, Elkhart Mayor
 Joe Gatto, Des Moines Council Member
 Tom Hadden, West Des Moines City Manager
 Julie Helm, Dallas County Supervisor
 Kathie Hungerford, Carlisle Council Member
 Mike Jones, Windsor Heights Mayor
 Josh Mandelbaum, Des Moines Council Member
 Matthew McKinney, W Des Moines Council Member
 Brian Mulcahy, Des Moines Airport
 Len Murray, Pleasant Hill Council Member
 Dean O'Connor, Altoona Mayor
 Steve Richardson, Indianola Council Member
 Mike Schrock, Ankeny Assistant City Manager
 Dakin Schultz, FHWA Iowa Division
 Todd Shafer, Ankeny Council Member
 Heather Stancil, Madison County Supervisor
 Carl Voss, Des Moines Council Member
 Jeff Walters, Polk City Council Member
 Amanda Wanke, DART
 Ted Weaver, Clive Council Member



Toole Design, Confluence, HDR, and HR Green provided consulting services.

Cover Photo Credit: [Axios Des Moines and the City of Johnston](#)

Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, cost estimates, and commentary contained herein are based on limited data and information, and on existing conditions that are subject to change. Existing conditions have not been field-verified. Further analysis, community engagement, and engineering design are necessary prior to implementing the recommendations contained herein.



Plan Contents

Chapter 1 – Introduction

Chapter 2 – Commitment to Vision Zero

Chapter 3 – Safety Analysis

Chapter 4 – Community Engagement

Chapter 5 – Strategy and Project Selections

Chapter 6 – Equity

Chapter 7 – MPO Policy and Process Changes

Chapter 8 – Progress and Transparency

Appendix A – Crash Analysis Report

Appendix B – Community Engagement Report

Appendix C – Existing Safety Efforts in Member Communities

Appendix D – Interviews with Local Communities

Appendix E – Countermeasures Toolkit

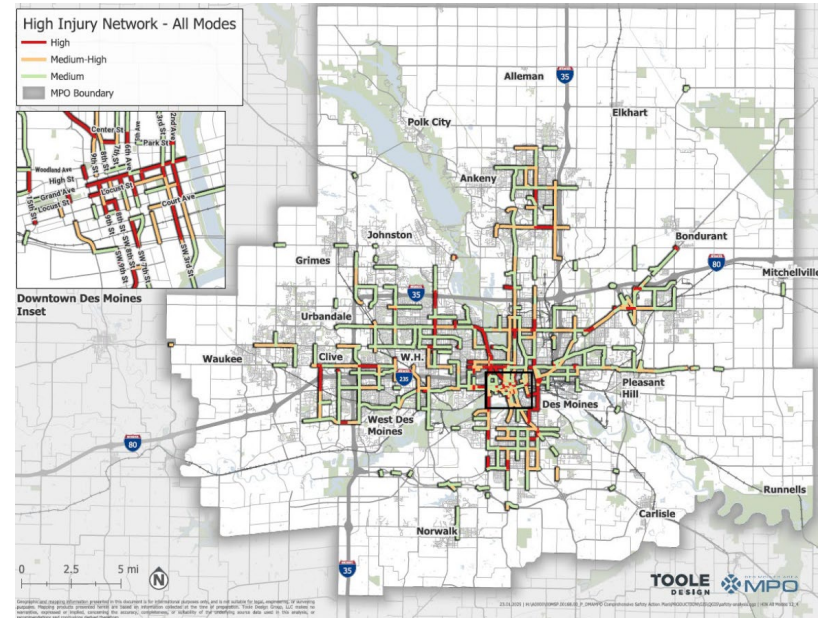
Appendix F – Member Community Projects

Appendix G – Summary of Plans, Programs, and Guidelines



Chapter 3 (Appendix A) – Crash Analysis Key Findings

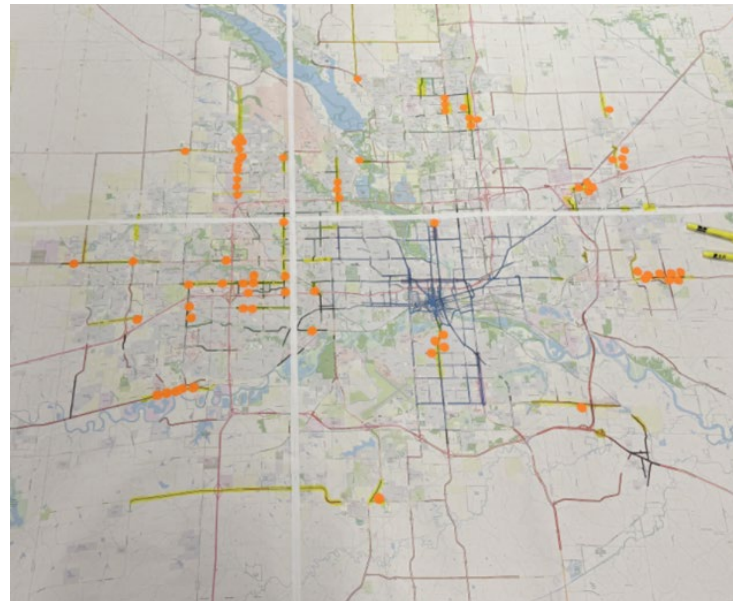
1. Fatal and severe crashes are more common on bigger roads
2. Men and young adults are more likely to be fatally or severely injured than women and older adults and children
3. Fatal and severe crashes are more likely to occur in rural areas
4. Motorcyclists, pedestrians, and bicyclists are more vulnerable in crashes than motor vehicle occupants
5. Speeding and failing to yield are the 2 biggest causes of fatal and severe crashes



A map showing the High Injury Network

Chapter 4 (Appendix B) – Community Engagement Key Findings

1. Unsafe driving practices are perceived as the most prominent contributors to transportation safety issues
2. Infrastructure for bicyclists and pedestrians needs to be expanded and improved
3. Consistency and visibility within markings, signage, and signals is an area for improvement
4. Conversations with first responders and law enforcement officials highlighted measures to improve roadway behavior and trainings to support crash response



A map showing the TTC's preferred safety projects

Chapter 5 (Appendix E) – Infrastructure Countermeasures

Category	Countermeasure	Estimated Cost				Timeline		
		\$	\$\$	\$\$\$	\$\$\$\$			
Intersections	Additional signal heads		X			X	X	X
	Backplates with retroreflective borders	X				X		
	Corridor access management		X				X	X
	Dedicated left-and right-turn lanes at intersections		X				X	X
	No turn on red	X				X		
	Reduced left-turn conflict intersections			X	X			X
	Roundabouts and neighborhood traffic circles		X	X	X		X	X
	Systemic application of multiple low-cost countermeasures at stop-controlled intersections	X				X		

Backplates with Retroreflective Borders

Purpose

Improve the visibility of traffic signal faces by providing a contrasting background around illuminated signal indications.

Description

A retroreflective backplate is a typical black traffic signal backplate where a 1" to 3" yellow retroreflective border is added. They can be added to either post-mounted or overhead signal faces.

Estimated Cost

The estimated cost of this treatment is low and can be applied to existing signal hardware in use or installed with new traffic signal faces.



Timeline

The treatment can be installed very quickly as a retrofit or included in any traffic signal work.



Applicable Locations

Can be installed at any traffic signal with a history of right-angle crashes or systemically at all traffic signals.

Applicable Street Types

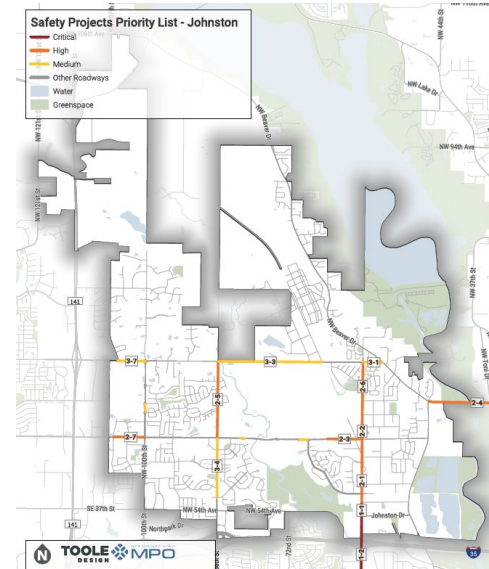
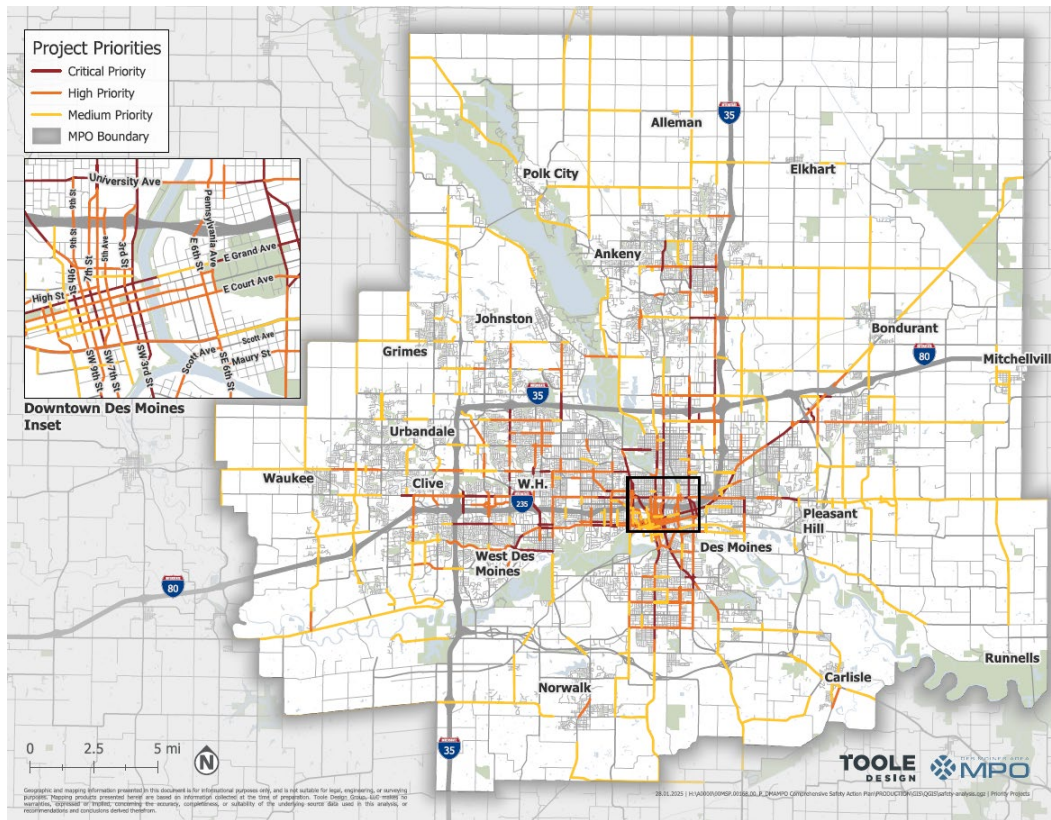
All street types.

Safety Benefits

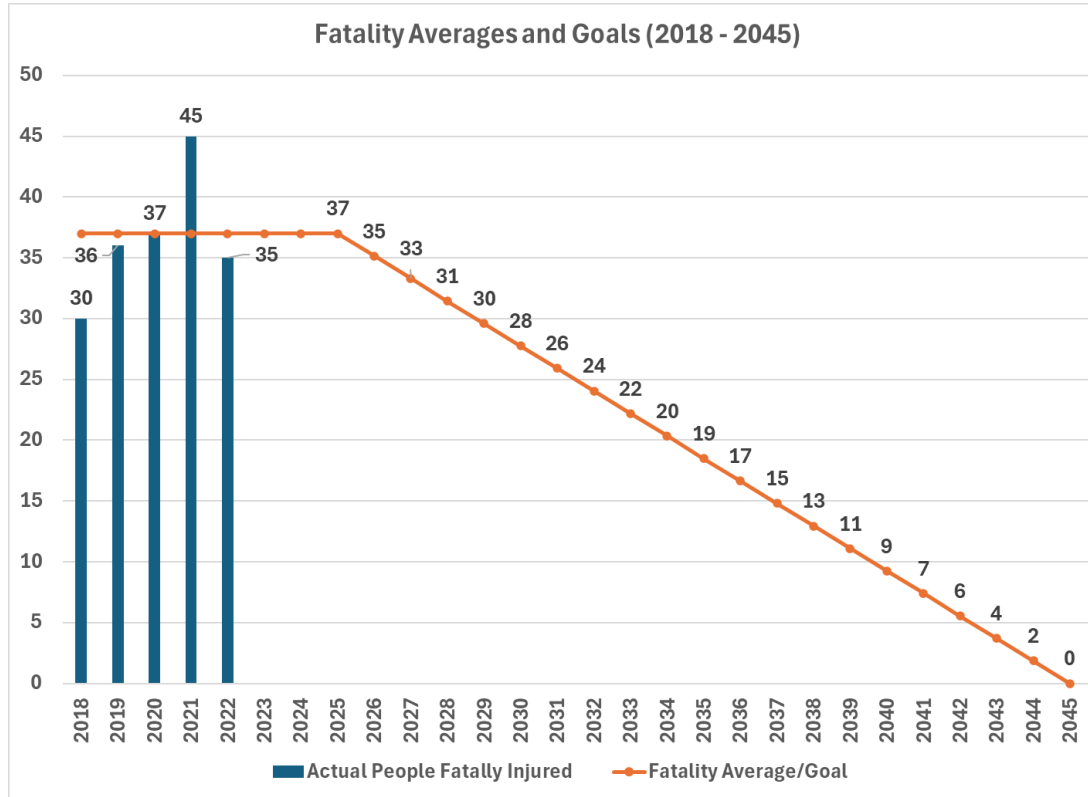
Increases traffic signal visibility, reduces disregard of redlights, and reduces rear-end crashes at traffic signals.



Chapter 5 (Appendix F) – Project Priorities



Chapter 8 – Progress & Transparency



A chart showing traffic fatality averages and goals



Options for Plan Adoption

- **Adopt entire plan today with recommended edits**
- **Adopt entire plan today with recommended edits, except for Appendix F (member community projects)**
- **Adopt plan at March meeting**

Note: Plan is currently presented in a pre-design version, awaiting final design into a more polished finish product



REGIONAL APPLICATION TO SAFE STREETS FOR ALL



December Workshop Recap

The MPO's Safety Action Plan will culminate in a SS4A Implementation Grant application in Spring 2025.

The grant could be composed of:

Option 1: Only smaller spot treatments of safety countermeasures spread across the region

Option 2: Many smaller spot treatments of safety countermeasures spread across the region plus a few key corridor or intersection reconstruction or modification projects

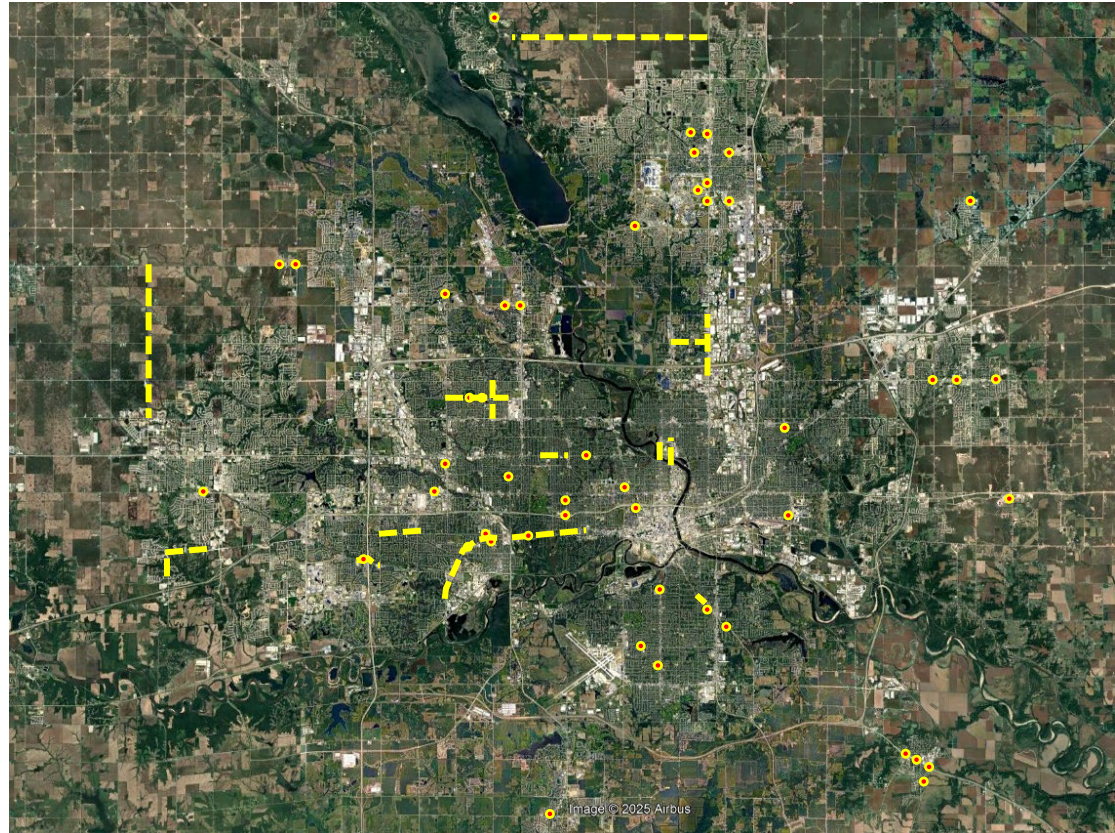
Option 3: Only a few larger corridor or intersection reconstruction or modification projects

Assumptions: 1 region-wide application, maximum of \$25M federal funding (\$31.25M with match), match coming from communities



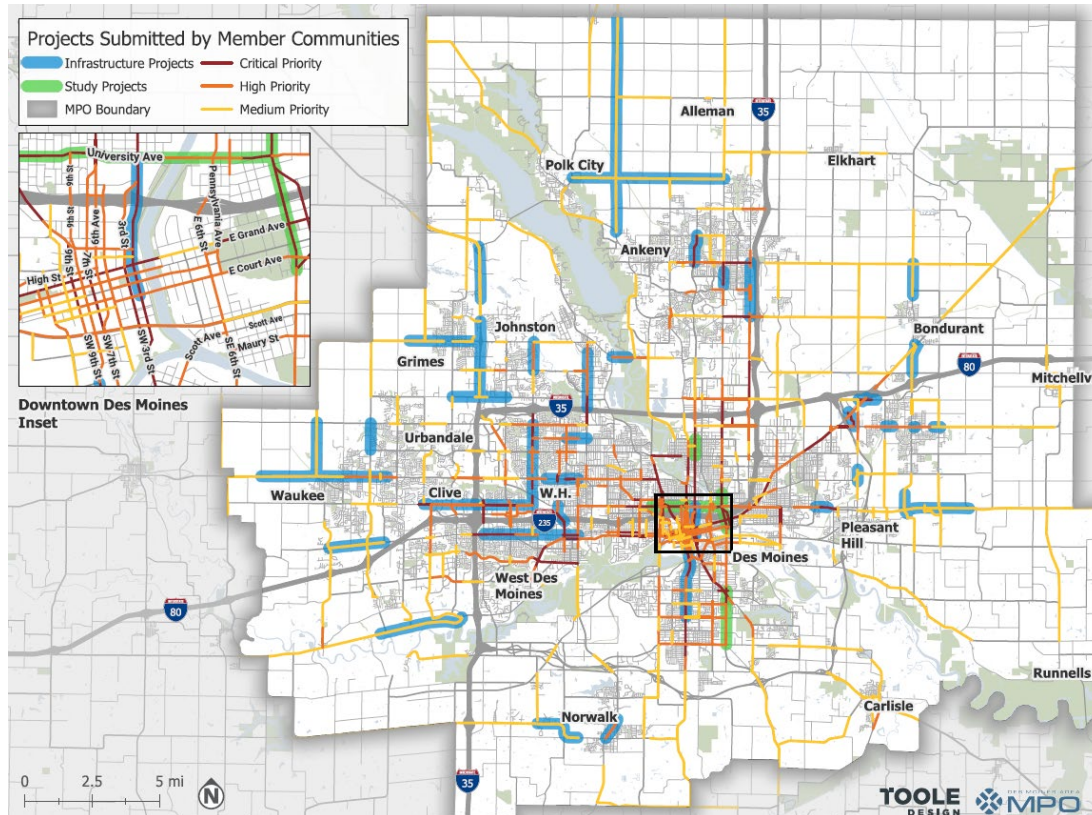
Proposed Smaller Spot Treatment Areas

- Focused on safe access to schools (ped crossings, signal operations, etc.)
- Will also include retroreflective signal backplates regionwide (not shown)
- Will likely narrow down through community conversations



A map showing projects submitted by communities

Potential Key Corridor Improvement Areas

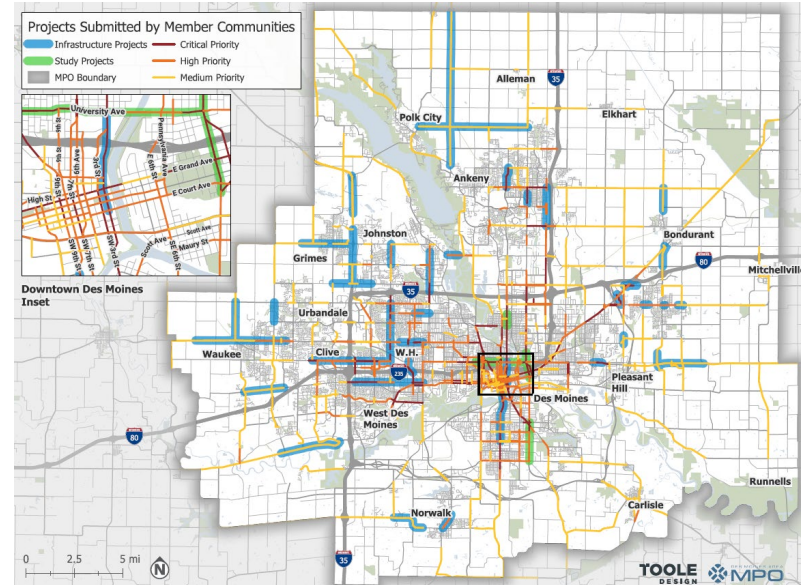


A map showing projects submitted by communities

- 39 projects submitted by member communities
- TTC voting indicated most support for:
 - IA 141 in Grimes (funded separately)
 - IA 163 in Pleasant Hill near SE Polk Schools
 - Delaware Ave in Ankeny
 - US 69 in Ankeny (IADOT upcoming project)
 - Raccoon River Drive in West Des Moines

Grant Application Next Steps

1. Solicit input from the public on preferred projects
2. Seek input from communities and agency partners about preferred project scopes with a focus on countermeasures in Chapter 5/Appendix E
3. Generate a strategy based on
 - Forthcoming Notice of Funding Opportunity
 - Input received from TTC in December
 - Public input
4. Return to TTC with recommendations



A map showing projects submitted by communities

Open House

- Monday, February 10th, 4pm to 6pm
- Presentation at 4:30pm
 - Recorded
 - Remote attendance is welcome
 - Will be posted on MPO website
- Public engagement survey (*in person + online*)
 - Available through March 16th
 - Categories of input:
 - Preferred projects
 - Countermeasure input

Type of countermeasure						
		Very supportive	Supportive	Acceptable	Unsupportive	Very unsupportive
ROADWAY DEPARTURES	Wider Edge Lines Enhance the visibility of travel lane boundaries Expected crash reduction: 37%					

A public survey about countermeasures



Thank you!

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Shaun Murphy-Lopez

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smurphylopez@tooledesign.com

LEGISLATIVE UPDATE AND DC LIST

State: Future 435

- Bills to be introduced soon in House and Senate.
 - Provide guarantee that federal weight exemption will occur prior to interstate designation
 - Provide minimum speed exemption
 - Appropriate \$250,000 toward an Alternatives Analysis
- Corridor communities will be called upon to attend committee meetings when scheduled.

State: Sidewalk liability

- Bills aims to address recent Iowa Supreme Court ruling shifting liability to cities. Bill would add the following language:

*The abutting property owner may be liable for damages caused by
9the failure to use reasonable care in maintaining such property
10if required by ordinance.*

Federal: Annual DC List

- DMDC 2025, the annual trip to Washington DC organized by the Greater Des Moines Partnership, is May 7-9.
- MPO is working with member governments to develop a list of priority transportation projects to be discussed with Iowa's Congressional delegation.
- The DC List includes only projects that are actively seeking funding, along with any important policy initiatives.
- Draft list is available as a handout.
- Please submit materials by Friday, February 21.
- Materials can be submitted to golson@dmampo.org or input directly into the document via [link](#).

Federal: Unleashing American Energy

- The Trump administration on Jan. 20 released an executive order titled Unleashing America Energy ([link](#)).
 - Targeted components of the Infrastructure Investment and Jobs Act that were priorities of the previous administration.
 - However, a strict reading suggested that all IJA programs would be frozen, causing widespread confusion among transportation officials.
- Office of Management and Budget on Jan. 21 released a memo M-25-13 ([link](#)) clarifying the executive order.
 - Pause applies only to “Green New Deal” elements; i.e., programs relating to climate change, electric vehicles, DEI.
 - OMB on Jan. 29 rescinded the memo (M-25-13)

MPO Reimbursements from Iowa DOT

- Iowa DOT communicated on Jan. 29 that reimbursement were being processed normally.
 - Affirmed Feb. 5 that reimbursements are status quo until told otherwise.
 - FHWA reaffirmed this with Iowa DOT.

Federal: US DOT Order

- US DOT released order on Jan. 29 titled Ensuring Reliance Upon Sound Economic Analysis in Department of Transportation Policies, Programs and Activities ([link](#))
 - Provides principles to govern implementation and administration of all DOT policies, programs and activities

Federal: Highlights of US DOT Order

- Rigorous cost-benefit requirements and data-driven decisions
- Support federal goals, not local political objectives
- Adhere to Buy America requirements
- Not depend on future DOT assistance for maintenance
- Prioritize goals:
 - Utilize user-pay models
 - Direct funding to opportunity zones
 - Prohibit funding recipients from imposing vaccine or mask mandates
 - Require local cooperation with federal immigration enforcement

Federal: Highlights of US DOT Order (cont.)

- One broad theme worth noting: Families.
 - Programs shall be administered to maximize benefits for families and communities
 - Economic opportunity
 - Access to jobs, healthcare, recreation, etc.
 - Mitigate the impacts of DOT programs on families and family-specific difficulties,
 - Accessibility of transportation to families with young children
 - Preference to communities with marriage and birth rates are higher than the national average

Case Study: ~~RAISE~~ BUILD

- US DOT issued a revised, redline version of the FY2025 NOFO
 - Reverts program name to BUILD
 - Provides a concrete example of the new administration's priorities being applied to federal transportation program.
 - In short, the NOFO removes the previous administration's priorities relating to equity, climate change
 - Reinforces focus on economic factors
 - E.G., "Historically Disadvantaged Communities" redefined as "Areas of Persistent Poverty."
- (SIDENOTE: MPO staff updated Windsor Heights grant application prior to submission)

Staff assessment: Status of notable federal programs

Program	Alignment with new priorities?	Notes
Surface Transportation Block Grant	Likely	No immediate changes anticipated
Transportation Alternatives Program	Likely	No immediate changes anticipated
BUILD	Mostly	Changes seen in NOFO. More changes likely next cycle.
Safe Streets for All	Likely mostly	Safety is highlighted in US DOT memo (of families and children especially)
Carbon Reduction Funding	Unlikely	Awards already made. Possibly these will need to be retracted.

New Transportation Secretary: Sean Duffy



- Sworn in Jan. 28.
- First act was signing a memorandum directing staff to start the process of resetting Corporate Average Fuel Economy (CAFE) standards, with expressed goal of lowering the price of cars and eliminating the electric vehicle mandate.

FISCAL YEAR 2026 UNIFIED PLANNING WORK PROGRAM AND STRATEGIC PLANNING

FY 2026 UPWP and Budget Development

- Describes the scope of work and budget for the period of July 1, 2025, through June 30, 2026
 - Justifies the MPO's use of federal planning funds
 - Communicates to member communities and the public the MPO's intended work
 - Draft due April 1st - Final due June 1st
- **New – strategic planning will be incorporated within the UPWP process**
 - Will bridge the UPWP and the recent governance and staffing efforts

Strategic Framework Example – Areas of Work

Core MPO Work

This includes work products required of all MPOs as well as the administering of the organization.

Examples:

- UPWP
- Long-Range Plan
- TIP
- Awarding federal funds

Member Support

This includes work requested of the MPO by its member governments.

Examples:

- Area or modal plans
- Studies
- Data Collection, purchase, and analysis

Differentiating Areas

These are the big, non-recurring projects of importance to the region.

Examples:

- Transload Facility
- Regional Safety Action Plan
- Water Trails

Update on SWOT analysis

- 15 responses from Policy or Tech committee representatives
 - Some submitted on behalf of jurisdictions
 - Others expressed individual views
- Responses being analyzed by 2 The Top consultant
- Strategic Planning Committee meets Feb. 14.

INFORMATIONAL ITEMS

Informational Items

- a) January Financial Statement
- b) SUDAS Appointment
- c) Regional Safety Performance Targets (Performance Measures 1)
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OTHER ITEMS OF INTEREST

Next Steps re STBG / TAP Applications



- Public engagement ready to deploy next week.
 - Online map for public comment
 - Comment Period: February 12-28
- Funding Subcommittee meetings scheduled.
 - March 12 – STBG Presentations
 - March 25 – Tap Presentations and Award Deliberations
- Recommendations presented to committees in April.
- Awards approved by committees in May.

February 6, 2025, Agenda



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