



DES MOINES AREA MPO

Transportation Technical 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 VOTE: Election of Officers
5. REPORT and VOTE: SUDAS Appointment
6. REPORT and VOTE: Regional Safety Performance Targets (PM1)
7. REPORT and VOTE: Pavement and Bridge Performance Targets (PM2)
8. REPORT and VOTE: Comprehensive Safety Action Plan
9. REPORT: Regional Application to Safe Streets for All
10. REPORT: Surface Transportation Block Grant and Transportation Alternatives Applications
11. REPORT: Multimodal Economic Impact Study
12. REPORT: Legislative Update and DC List
13. REPORT: Fiscal Year 2026 Unified Planning Work Program and Budget Development
14. INFORMATIONAL ITEMS:
 - a. Upcoming Events
15. Other Non-Action Items of Interest to the Committee
16. Next Meeting Date: 9:30 a.m., March 6, 2025
17. Adjournment

APPROVAL OF MEETING MINUTES

ELECTION OF OFFICERS

TTC Officers

- Chair Luis Montoya in January called for nominations for committee officer positions.
- The following representatives were nominated:
 - John Dostart, City of Altoona – Chair
 - Madeline Sturms, City of Pleasant Hill – Vice Chair
- Other nominations may be made by TTC representatives at this time.
- The new officers would assume their responsibility in March 2025.



Thank you, Luis!

SUDAS APPOINTMENT

SUDAS REPRESENTATIVE

- The MPO periodically appoints a technical representative to serve as the MPO's representative to the Statewide Urban Designs and Standards (SUDAS) Board of Directors.
 - Required to a licensed professional engineer (PE)
 - Mark Mueller of Ankeny has represented the MPO since 2016 and his term is expiring.
 - He has offered to continue serving in this role if he is reappointed.

REGIONAL SAFETY PERFORMANCE TARGETS (PM1)

Regional Safety Performance Targets (PM1)

The Federal Highway Administration (FHWA)'s Highway Safety Improvement Program (HSIP) requires State DOTs and MPOs to annually report safety performance measures (PM1).

- MPOs can adopt statewide targets or develop their own regional targets
- Previously, the MPO adopted the statewide safety performance targets.
- With the development of the MPO's Regional Comprehensive Safety Action Plan (CSAP), MPO staff propose to adopt regional safety performance targets.
- There are no penalties for MPOs for not meeting or making significant progress towards targets.

Performance Measure	Five-year Rolling Averages			
	2019-2023 Baseline	2020-2024 Baseline	2021-2025 Target**	2045 Goal
Number of Fatalities	40.4	42.8	40.7	0
Fatality Rate*	0.919	0.971	0.922	0
Number of Serious Injuries	186.4	187.6	178.2	0
Serious Injury Rate*	4.215	4.239	4.027	0
Non-Motorized Fatalities and Serious Injuries	31.8	34.2	32.5	0


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

**Calculated with a rate of 5 annual percentage point decrease to 2045 Vision Zero Goal

Last updated on January 31, 2025

PAVEMENT AND BRIDGE PERFORMANCE TARGETS (PM2)

Iowa DOT 2022-2025 PM2 Adjustments



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

- The Iowa DOT is adjusting its 4-year targets.
- MPOs can either support statewide 4-year targets or develop their own regional 4-year targets.
- Previously, the MPO adopted the Iowa DOT statewide performance targets.
- There are no penalties for MPOs for not meeting or making significant progress toward targets.

	Performance measure(s)	2021 Baseline	2022-2023 2-year Target	2022-2023 2-year Actual	Prior 2022-2025 4-year Target	Adjusted 2022-2025 4-year Target
PAVEMENT	Percentage of pavements of the Interstate System in Good condition	58.8%	55.0%	58.2%	55.0%	53.0%
	Percentage of pavements of the Interstate System in Poor condition	0.4%	3.0%	0.5%	3.0%	3.0% (No change)
	Percentage of pavements of the non-Interstate NHS in Good condition	37.9%	35.0%	35.3%	35.0%	30.0%
	Percentage of pavements of the non-Interstate NHS in Poor condition	3.7%	6.0%	4.0%	6.0%	6.0% (No change)
BRIDGE	Percentage of NHS bridges classified as in Good condition	49.4%	52.5%	48.9%	56.0%	48.0%
	Percentage of NHS bridges classified as in Poor condition	2.4%	5.0%	1.3%	6.6%	6.6% (No change)

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
Johannie 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
Geri Doyle, FTA Region 7
Shelby Elbel, Iowa DOT
Doug Elrod, Bondurant Mayor
Jim Evans, Johnston Council Member
Colton Fors, Elkharth 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

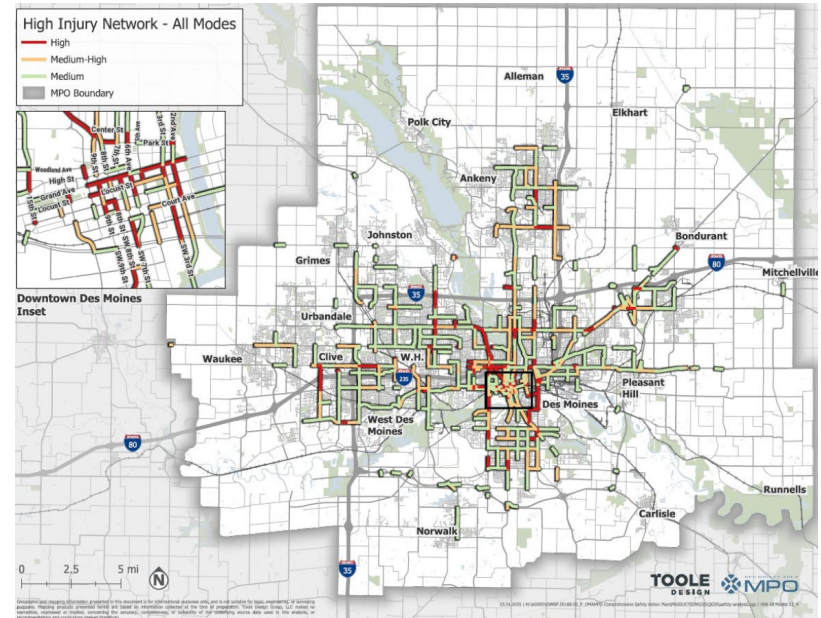
Appendix F – Member Community Projects

Appendix G – Summary of Plans, Programs, and Guidelines



Chapter 3 (Appendix A) – Crash Analysis Key Findings

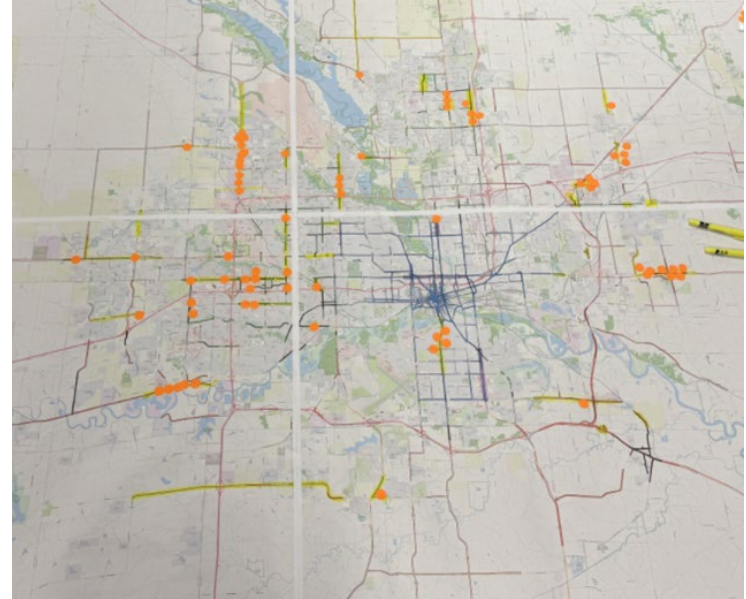
1. Fatal and severe crashes are more common on bigger roads
2. Men and young adults are more likely to be fatally or severely injured than women and older adults and children
3. Fatal and severe crashes are more likely to occur in rural areas
4. Motorcyclists, pedestrians, and bicyclists are more vulnerable 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

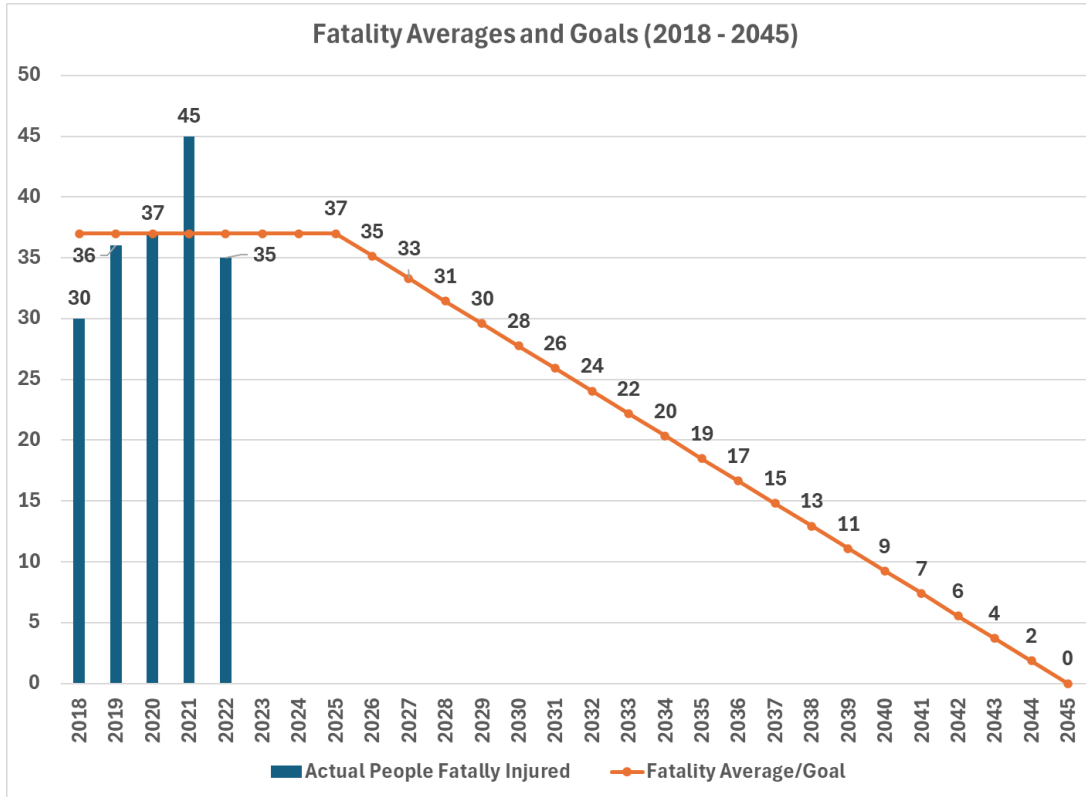
All street types.

Safety Benefits

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



Chapter 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

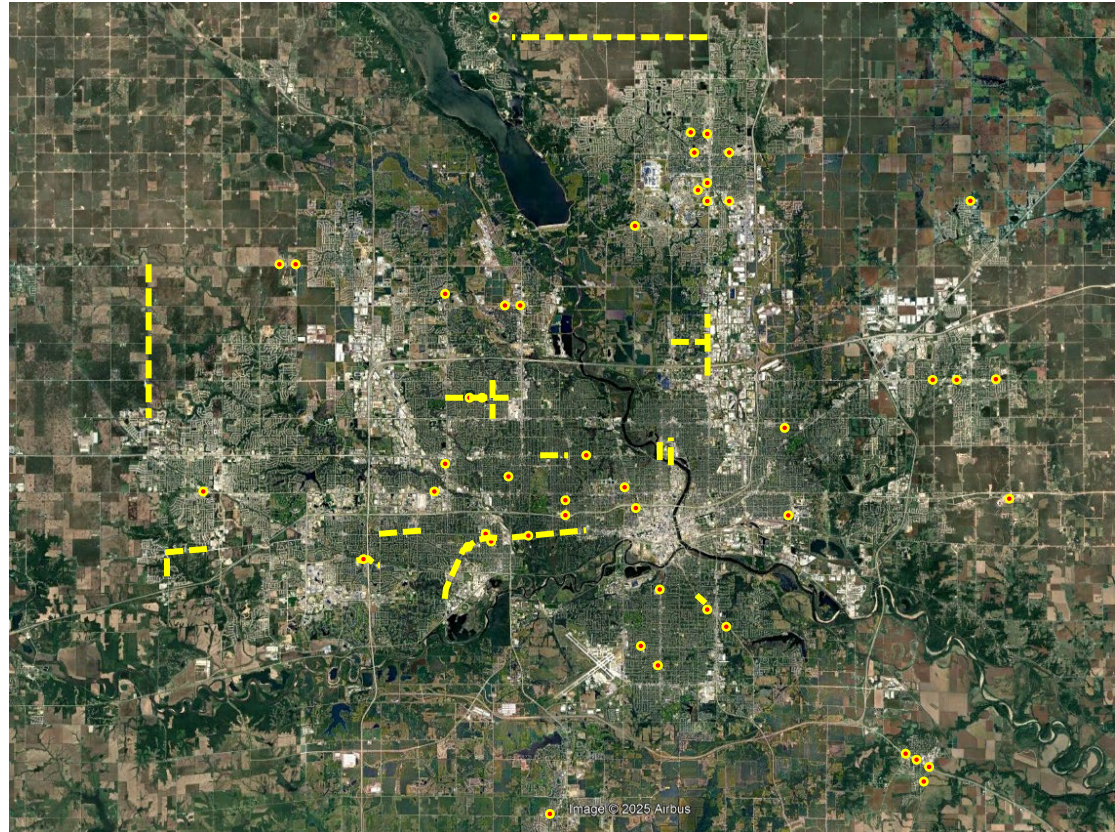
Option 3: Only a few larger corridor or intersection reconstruction or modification projects

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



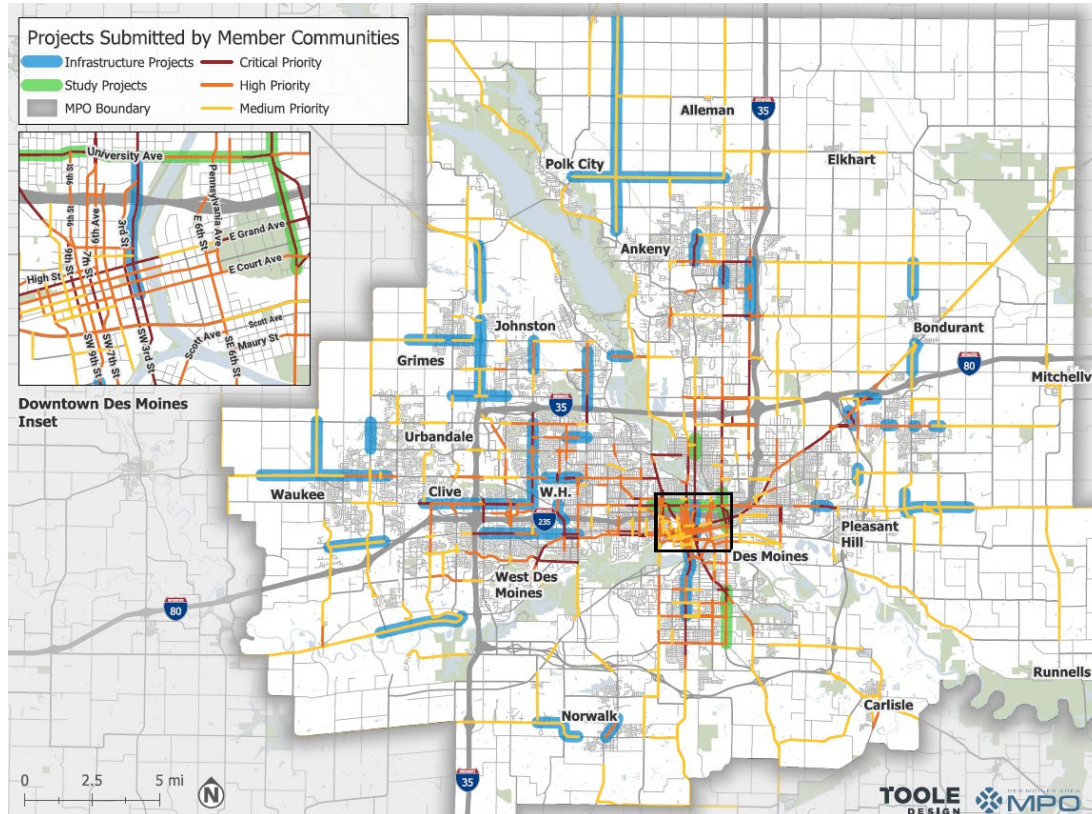
Proposed Smaller Spot Treatment Areas

- 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

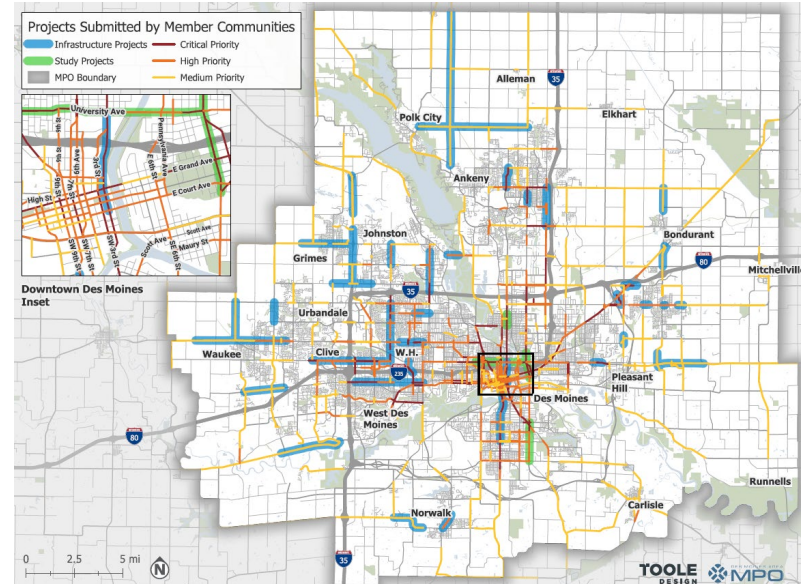


A map showing projects submitted by communities

- 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:
 1. Preferred projects
 2. 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!

Dean Chamberlain, PE

612.584.4094 x241

dchamberlain@tooledesign.com

Shaun Murphy-Lopez

608.462.3715

smurphylopez@tooledesign.com

FFY 2029 STBG AND TAP APPLICATIONS

FFY2029 STBG / TAP Applications

Program	Number of applications	Total requests
STBG	15	\$34,340,000
STBG Planning	1	\$312,500
STBG Bridge	3	\$5,300,000
TAP	8	\$4,307,000
TOTALS	27	\$44,259,500

- Anticipated Fund Targets are anticipated from Iowa DOT in February
 - (\$17.1 million was allocated for FFY2028)

Primary Sponsor	Project Title	Project Cost	Funding Request
Altoona	Adventureland Drive NW PCC Pavement Reconstruction and Widening	\$10,965,000	\$5,643,200
Ankeny	NW State Street Widening & Pavement Rehabilitation – 1st Street to 18th Street	\$8,300,000	\$2,500,000
Bondurant	Central District Transportation Improvements	\$21,226,000	\$1,000,000
Clive	NE Alice's Road – Phase 4	\$7,012,000	\$2,500,000
DART	DART Bus Replacements and BCycle Station Replacements	\$8,462,500	\$2,000,000
Des Moines	6th Avenue Improvements -- Hickman Road to Euclid Avenue	\$4,402,000	\$3,000,000
Des Moines	Intelligent Transportation Systems Upgrade - Phase 9	\$7,000,000	\$1,500,000
Grimes	1st Street / IA 44 Reconstruction Project	\$18,600,000	\$3,000,000
Johnston	IA 141 and Towner Drive Interchange	\$32,000,000	\$2,000,000
Pleasant Hill	Hickory Blvd and University Ave Intersection Improvements	\$2,121,000	\$1,696,800
Polk County	NE 23rd Ave/Easton Blvd Reconstruction Project	\$29,960,000	\$2,000,000
Urbandale	70th Street Preservation From Urbandale Avenue to Meredith Drive	\$1,800,000	\$1,000,000
Waukee	Waukee Regional Trail Connection and Safety Improvements	\$15,940,000	\$2,500,000
West Des Moines	Ashworth Road Reconstruction and Reconfiguration	\$10,000,000	\$2,000,000
Windsor Heights	73rd Street Reconstruction – Phase 2	\$19,550,000	\$2,000,000

Planning & Bridge Applications

Sponsor	Project Title	Project Cost	Funding Request
Altoona & Bondurant	Eastern Polk County I-80 Interchange Planning & Environmental Linkages Study	\$625,000.00	\$312,500.00

Primary Sponsor	Project Title	Project Cost	Funding Request
Des Moines	SW 9th Street Bridge over the Raccoon River Rehabilitation	\$8,000,000	\$4,000,000
Polk County	RCB Culvert New - Triple Box	\$900,000	\$700,000
Polk County	Bridge Replacement: SE Stewart Drive over Mud Creek south of SE 56th Ave	\$1,400,000	\$600,000

TAP Applications

Primary Sponsor	Project Title	Project Cost	Funding Request
Ankeny	Oralabor Gateway Trail at Ankeny Blvd - Grade Separation	\$4,500,000	\$1,500,000
Altoona	Adventureland Drive NW PCC Pavement Reconstruction and Widening	\$10,965,000	\$55,000
Bondurant	Central District Transportation Improvements	\$3,539,000	\$500,000
Des Moines	Bill Riley Trail Bridge over the Raccoon River	\$3,500,000	\$700,000
Polk City	South 3rd Street trail project	\$565,000	\$452,000
Waukee	Waukee Regional Trail Connection and Safety Improvements	\$7,170,000	\$500,000
West Des Moines	Raccoon River East Greenway Trail	\$2,125,000	\$500,000
Windsor Heights	Windsor Trail Reconstruction	\$280,000	\$100,000

MPO Funding Subcommittee



Bondurant: Marketa Oliver, City Administrator

Clive: John Edwards, Mayor

Des Moines: Scott Sanders, City Manager

Pleasant Hill: Len Murray, Council Member

Polk County: Matt McCoy, Supervisor

Urbandale: David Jones, City Manager

Waukee: Courtney Clarke, Mayor

West Des Moines: Tom Hadden, City Manager

Windsor Height: Mike Jones, Mayor

Next Steps



- 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.

MULTIMODAL ECONOMIC IMPACT STUDY

Multimodal Economic Impact Study

- MPO Policy Committee authorized MPO staff to issue RFP at January meeting
- Study's purpose:
 - 1) quantify the economic impacts and benefits of transportation investments in the region, and
 - 2) isolate the economic impacts of transit in the area to demonstrate the nature, magnitude, and sensitivity of return on investment to different strategic options the region may consider in the Reimagine DART plan.

Multimodal Economic Impact Study

- RFP was issued January 24, 2025
 - Posted to MPO website
 - Sent to 25 consulting firms
- Proposals are due February 7, 2025, by 5:00pm
- Estimated cost: \$200,000 - \$300,000
 - MPO - \$150,000
 - DART also plans to contribute to the study.

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.

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.

FY 2026 UPWP AND BUDGET DEVELOPMENT

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.

OTHER ITEMS OF INTEREST

Move April meeting?

- April TTC meeting is scheduled for Thursday, April 3.
- TTC rep Mark Mueller noted that the APWA Iowa Spring Conference is April 3-4 this year and asked if consideration has been given for moving the date.
- Staff is seeking direction from the committee.
- If there is direction to move the date, staff would ask TTC to take formal action at March meeting.

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