



DES MOINES AREA MPO

Transportation Technical Committee Meeting

April 10, 2025

APPROVAL OF AGENDA

April 10, 2025, Agenda



1. Call to Order
2. VOTE: Approval of Agenda
3. VOTE: Approval of Meeting Minutes
4. PRESENTATION: Reimagine DART
5. REPORT and VOTE: DC List
6. REPORT: FFY 2029 Funding Recommendation
7. REPORT: Safe Streets for All NOFO and Grant Application
8. REPORT: Multimodal Economic Impact Study
9. REPORT: Transportation Improvement Program
10. REPORT: Regional Pavement Condition Forecasting
11. REPORT: Active Transportation Plan
12. REPORT: Legislative Update
13. INFORMATIONAL ITEMS:
 - a. Upcoming Events
14. Other Non-Action Items of Interest to the Committee
15. Next Meeting Date: 9:30 a.m., May 1, 2025
16. Adjournment

APPROVAL OF MEETING MINUTES

PRESENTATION: REIMAGINE DART

REIMAGINE **dart**

CREATING CONNECTIONS. BUILDING COMMUNITIES.

April 2025



REIMAGINE **dart**

Shaping DART's Future

Reimagine DART is a collaborative effort to transform public transit in Greater Des Moines:

- Respond to changes in where and how people are traveling today
- Maximize limited resources by tailoring services to meet rider and community needs.



REIMAGINE dart THE BIG PICTURE

How much transit service can the region afford?

DART Commission Budget Scenarios

Legislative Property
Tax Reform Scenario

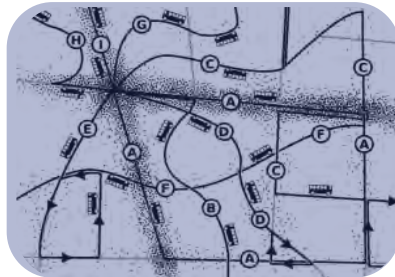
Status Quo
Budget
Scenario

Slightly
Smaller
Network

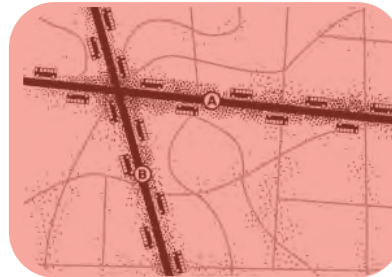
Smaller
Network
Scenario

Property
Tax Bill

How do we allocate the transit resources that we
have?



Coverage Concept



Ridership Concept

Reimagine DART

Project Milestones



Commission Decisions to Inform Draft Transit Network

- Level of service to fund
- Priorities for designing a new transit network



REIMAGINE **dart**

Public Input Meeting

JARRETT
WALKER
+ ASSOCIATES

transpogroup **7**

Let's think about transit

Who we are, What we do

Mission:

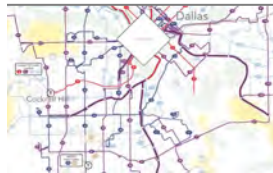
We foster clear conversations about transit, leading to confident decisions.

- Evaluate existing networks.
- Advise on network changes, including whole-network redesigns.
- Advise on crafting network policies

Houston



Dallas



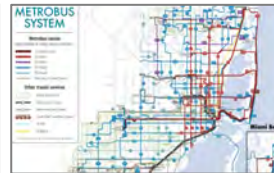
Richmond



Indianapolis



Miami



The ridership-coverage tradeoff

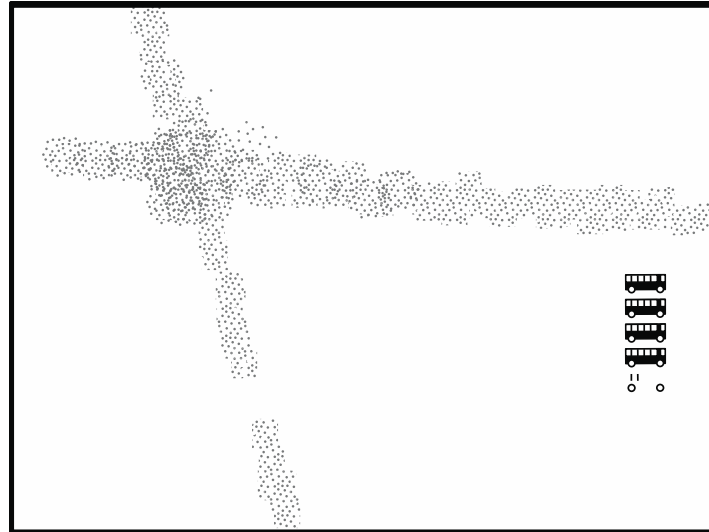
How should DART allocate resources?

How should DART allocate resources?

Fictional Urban Area

Dots = residents and jobs

You have 18 buses

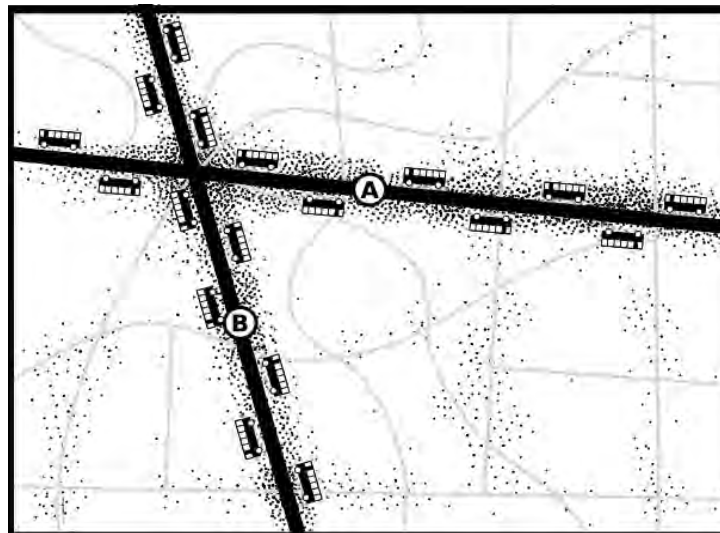


Ridership Goal “Maximum Ridership”

Think like a business, *choosing which markets you will enter.*

The straight lines offer density, walkability, and an efficient transit path, so you focus service there.

Because all 18 buses are focused on few lines, they are frequent.



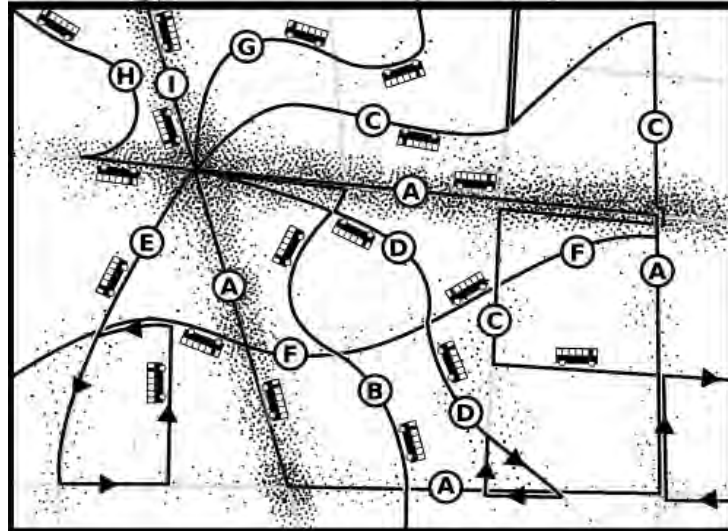
Performance Measure: *Productivity*

Ridership relative to cost

Coverage Goal “Some service for everyone”

Think like a government service.
Try to serve everyone, even those in
expensive-to-serve places.

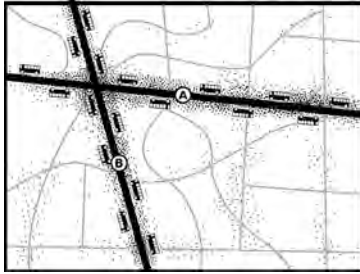
The result is more routes covering
everyone, but less frequency, more
complexity, and lower ridership.



Performance Measure: *Coverage*

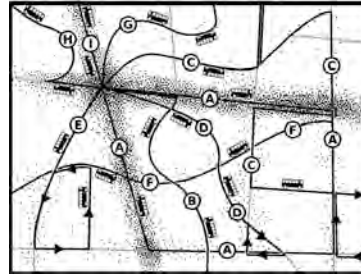
% of population and jobs near some service

Both goals are important,
... but they lead opposite directions!



Ridership Goal

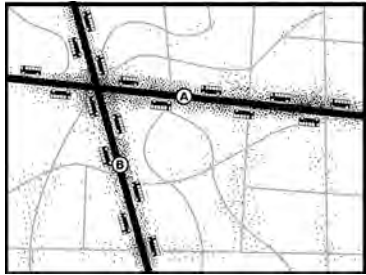
- Serve areas with the highest demand
- Low subsidy, high farebox return.
- Support dense and walkable development.
- Maximum vehicle miles traveled reduction.



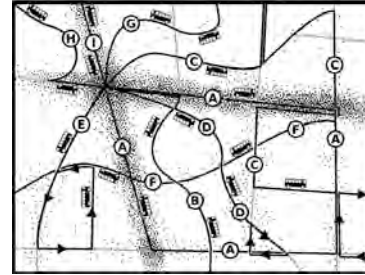
Coverage Goal

- *“Access for all”*
- Support suburban low-density development.
- Lifeline access for everyone, no matter where they live.
- Service to every city or electoral district.

So it helps to choose a point on the spectrum.



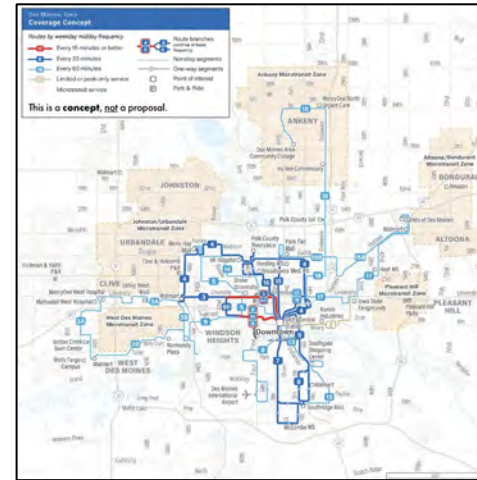
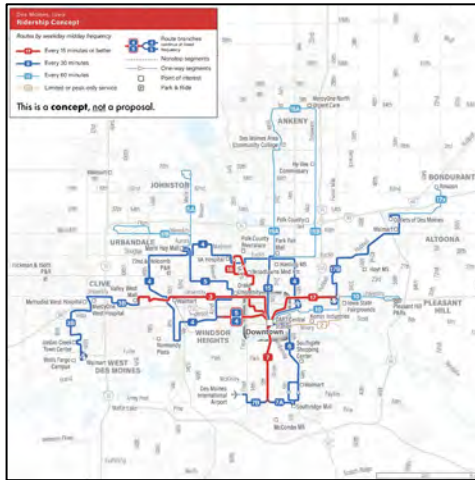
Ridership Concept



Coverage Concept



We developed concepts to help you choose.



Higher
Ridership



Higher
Coverage

Existing Network

Routes by weekday middy frequency

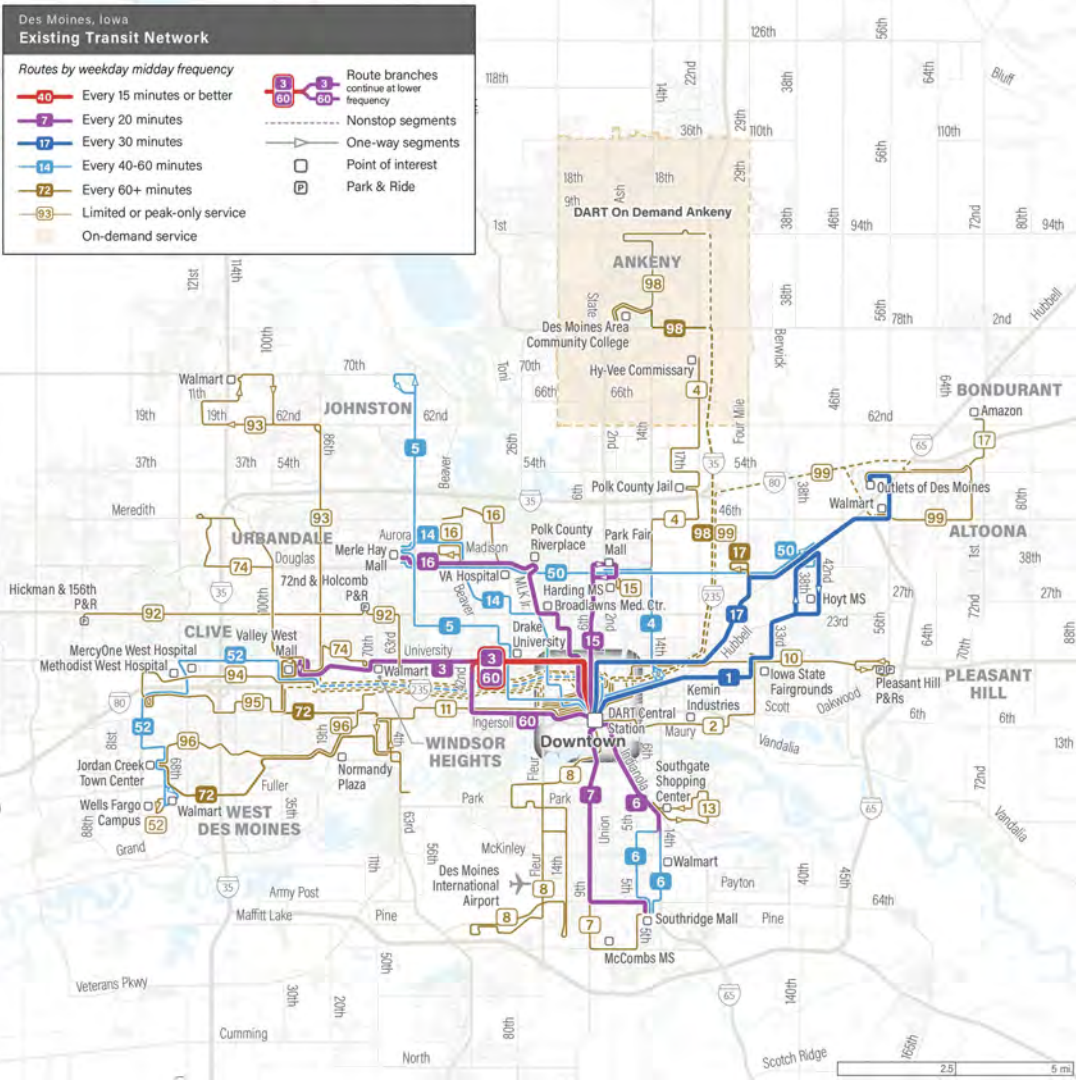
- 40 Every 15 minutes or better
- 7 Every 20 minutes
- 17 Every 30 minutes
- 14 Every 40-60 minutes

Des Moines, Iowa
Existing Transit Network

Routes by weekday middy frequency

- 40 Every 15 minutes or better
- 7 Every 20 minutes
- 17 Every 30 minutes
- 14 Every 40-60 minutes
- 72 Every 60+ minutes
- 93 Limited or peak-only service
- On-demand service

- Route branches continue at lower frequency
- Nonstop segments
- One-way segments
- Point of interest
- Park & Ride



Ridership Concept

Routes by weekday middy frequency

- 40 Every 15 minutes or better
- 7 Every 20 minutes
- 17 Every 30 minutes
- 14 Every 40-60 minutes

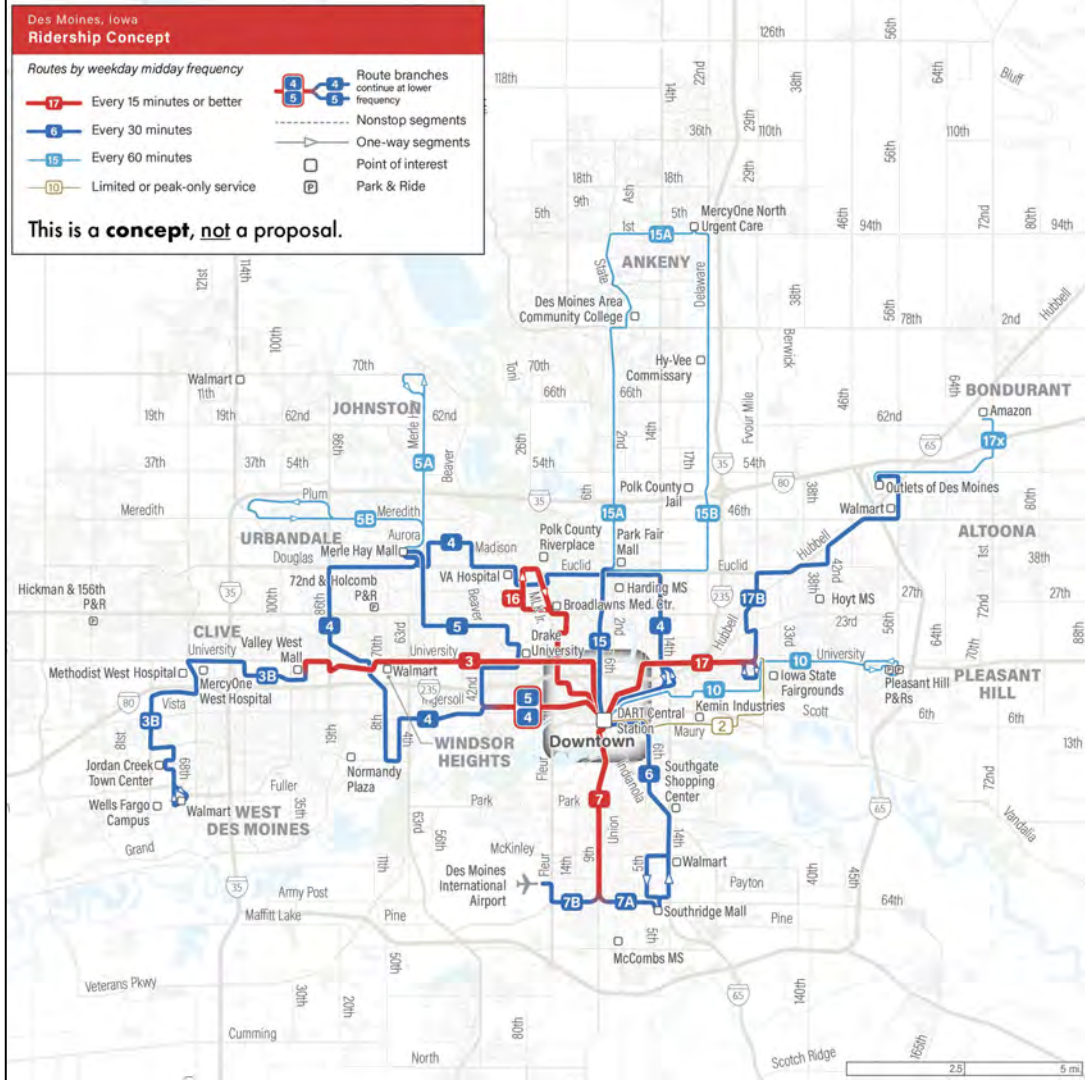
Des Moines, Iowa
Ridership Concept

Routes by weekday middy frequency

- 17 Every 15 minutes or better
- 6 Every 30 minutes
- 13 Every 60 minutes
- 10 Limited or peak-only service

- Route branches continue at lower frequency
- Nonstop segments
- One-way segments
- Point of interest
- Park & Ride

This is a **concept**, not a proposal.



Coverage Concept

Routes by weekday middy frequency

- 40 Every 15 minutes or better
- 7 Every 20 minutes
- 17 Every 30 minutes
- 14 Every 40-60 minutes

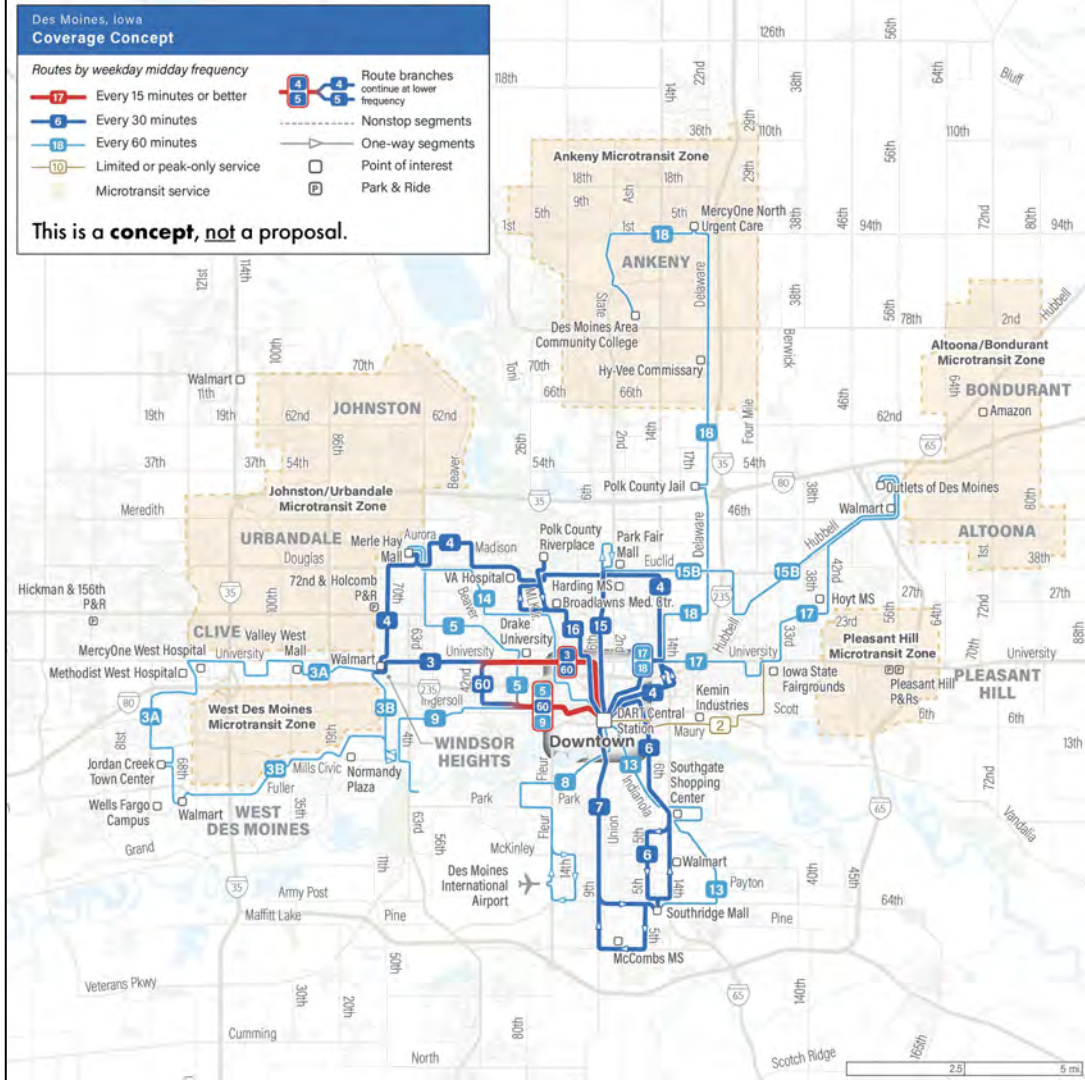
Des Moines, Iowa
Coverage Concept

Routes by weekday middy frequency

- 17 Every 15 minutes or better
- 6 Every 30 minutes
- 18 Every 60 minutes
- 10 Limited or peak-only service
- Microtransit service

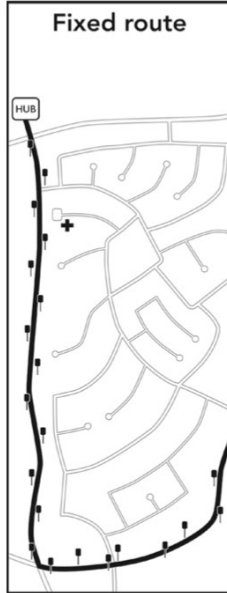
- 4 5 Route branches continue at lower frequency
- 4 5 Nonstop segments
- 4 5 One-way segments
- 4 5 Point of interest
- 4 5 Park & Ride

This is a concept, not a proposal.

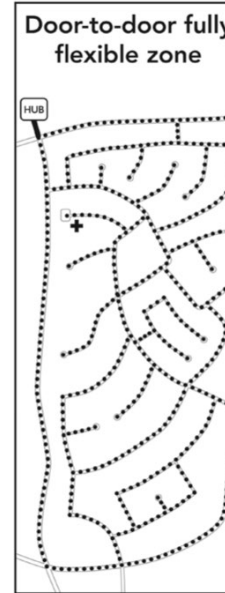


What is microtransit?

Fixed Route



10-35 riders/hour
with growth
potential



5 riders/hour
No room for further
growth.

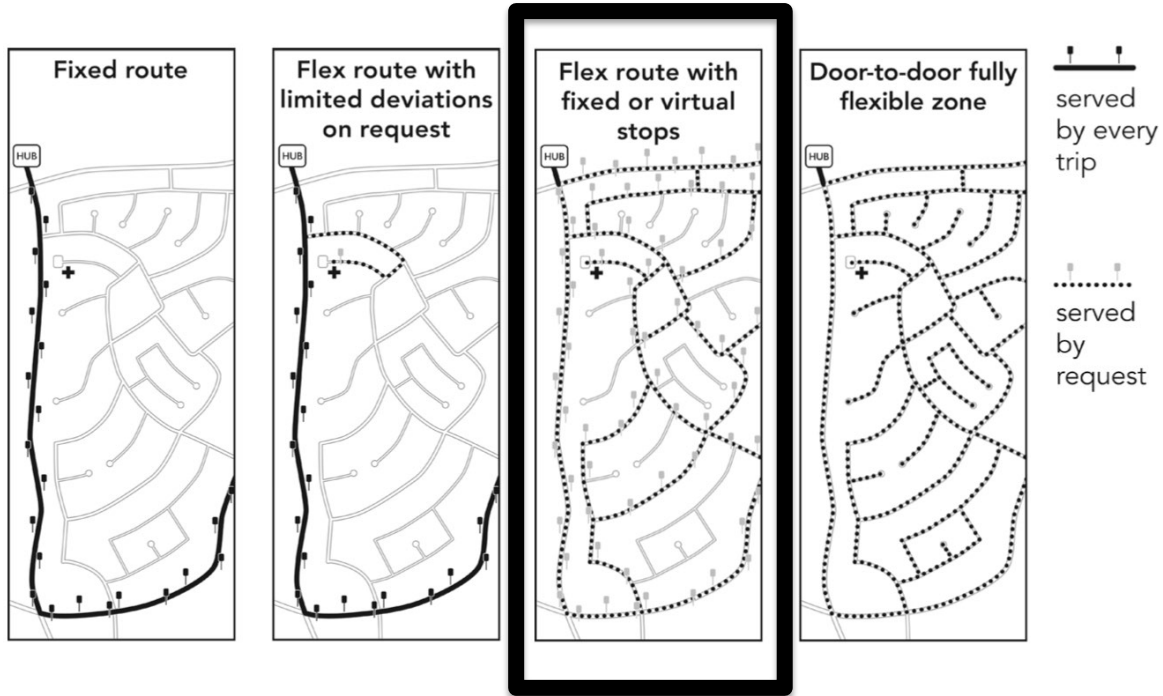

served
by every
trip


served
by
request

Door-to-Door Fully Flexible Zone

(On Demand Ankeny)

What is microtransit?



**Microtransit
in the concepts**

Times When Service is Offered

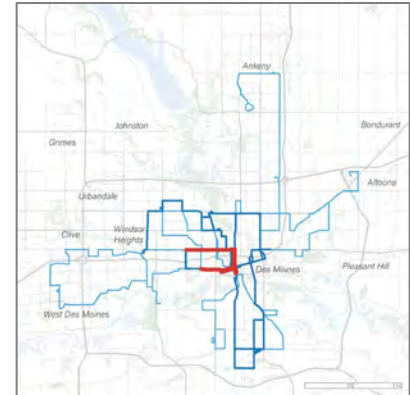
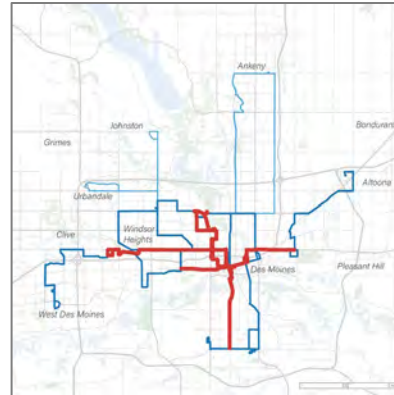
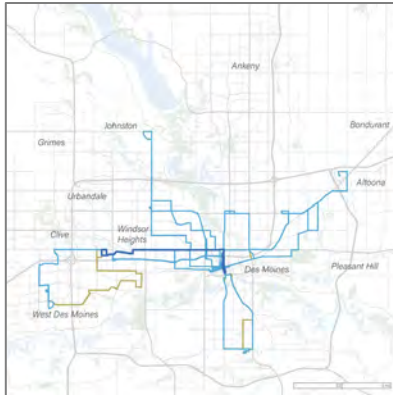
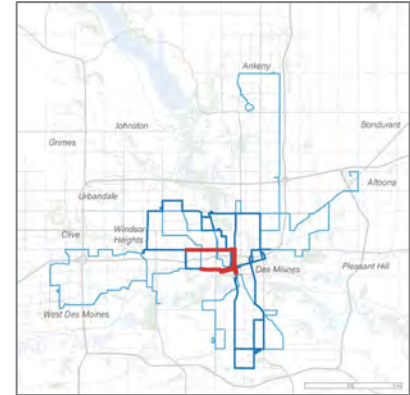
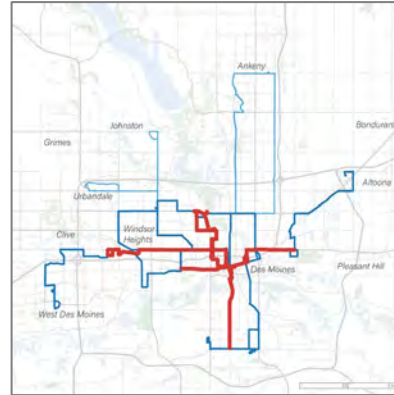
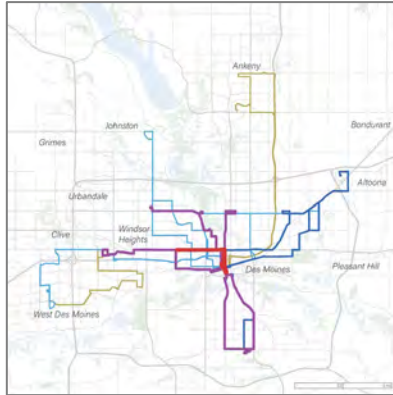
Frequency during the week



Existing

Ridership

Coverage



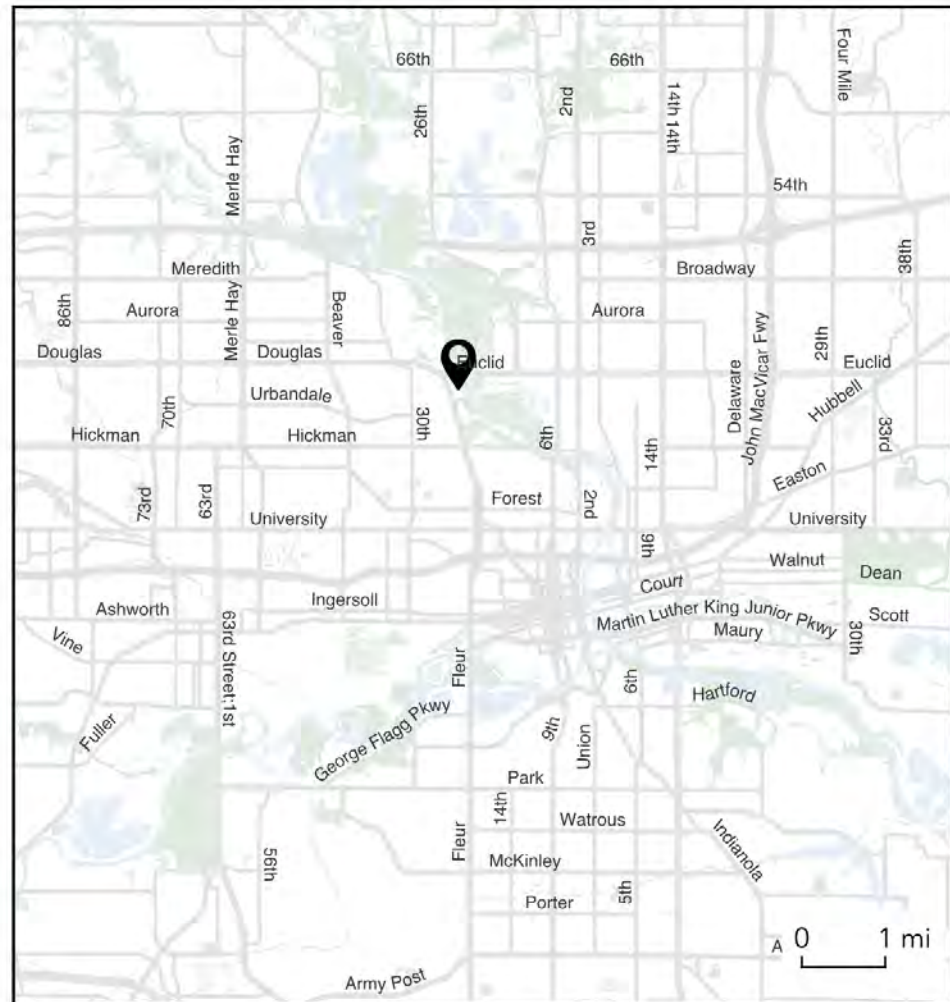
Weekdays →

Sundays →

Comparing Access to Opportunities

Where can I go soon?

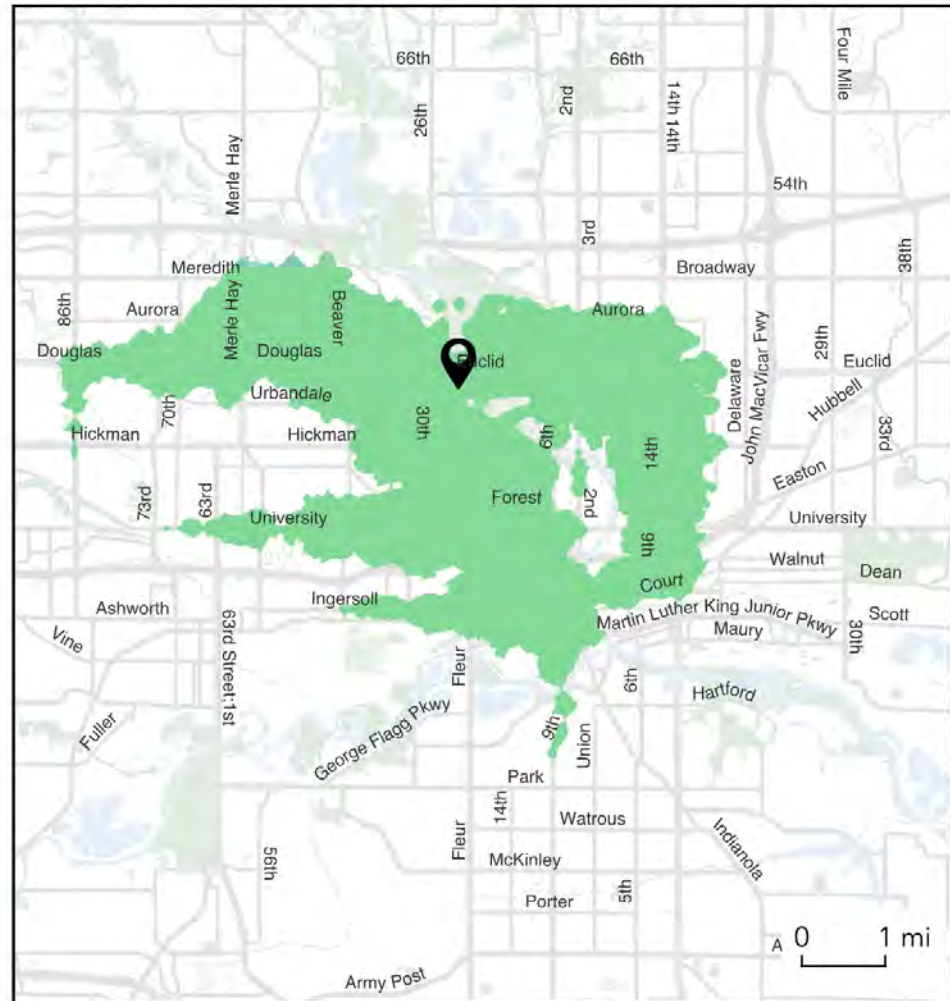
From:
Polk County River Place



Where can I go soon?

From:
Polk County River Place

Ridership Concept

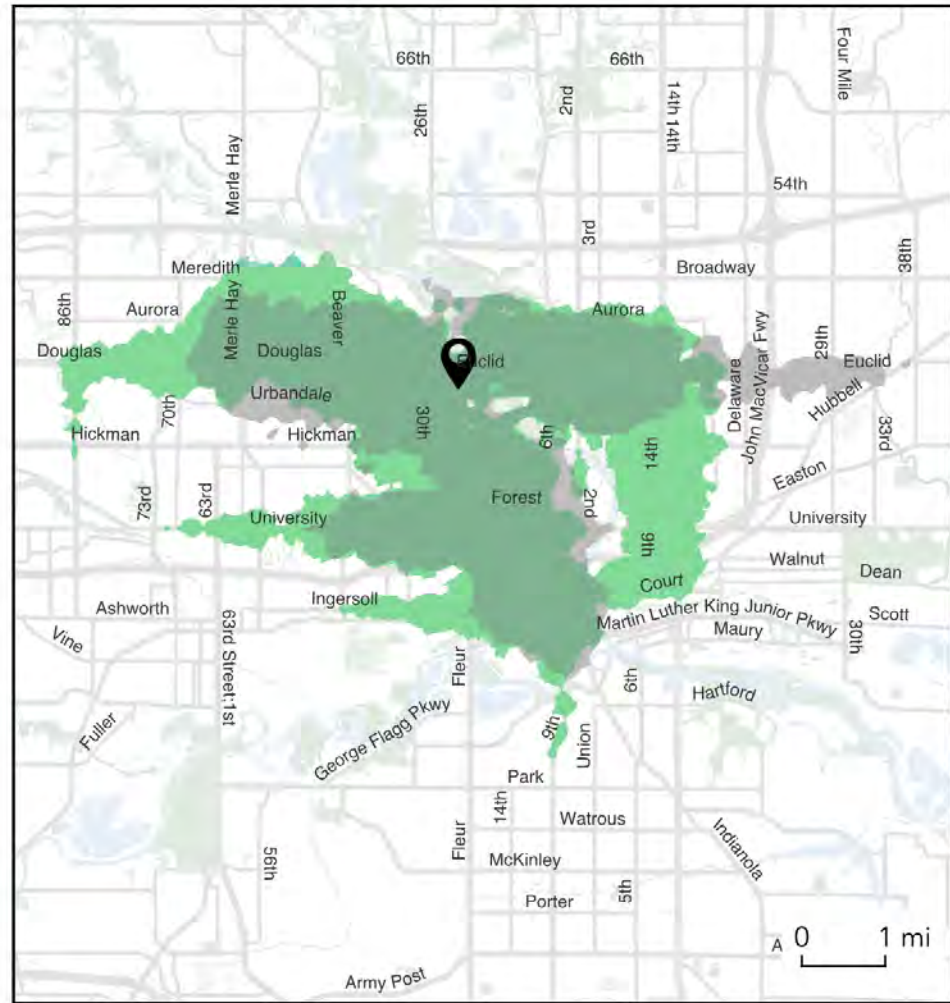


Where can I go soon?

From:
Polk County River Place

Ridership Concept

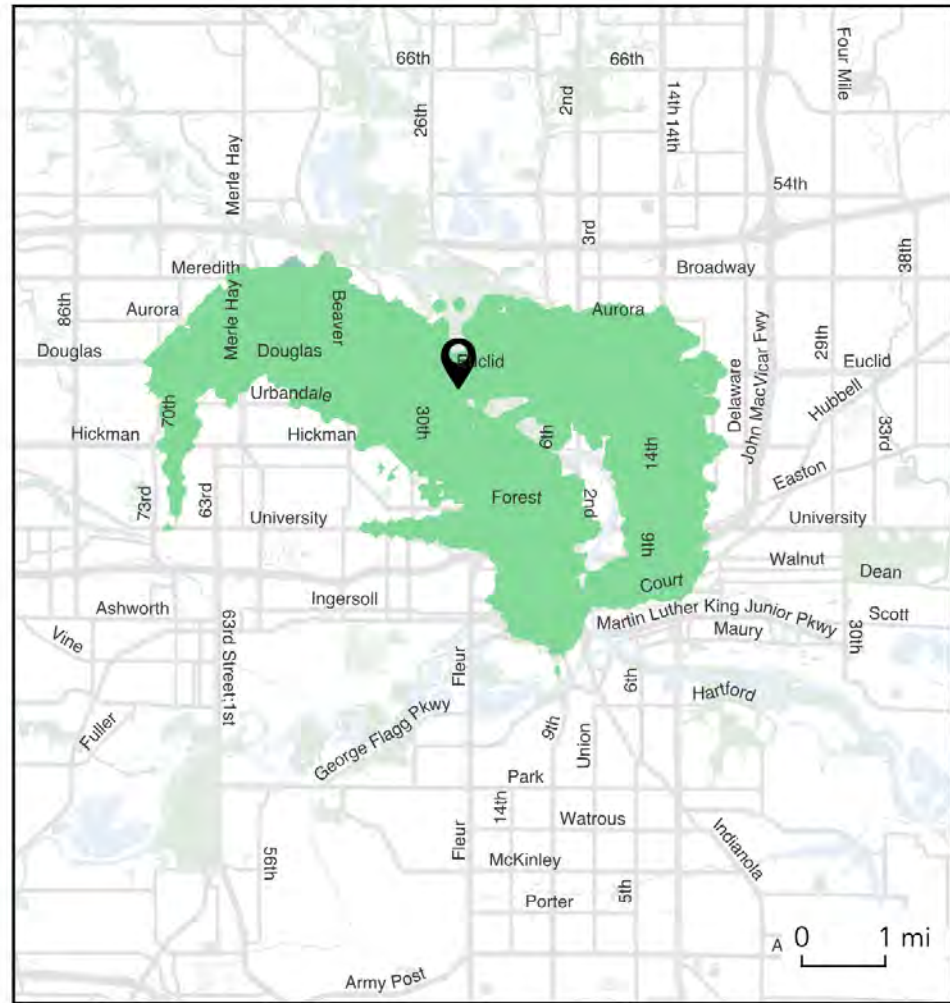
+18% jobs
+32% residents



Where can I go soon?

From:
Polk County River Place

Coverage Concept

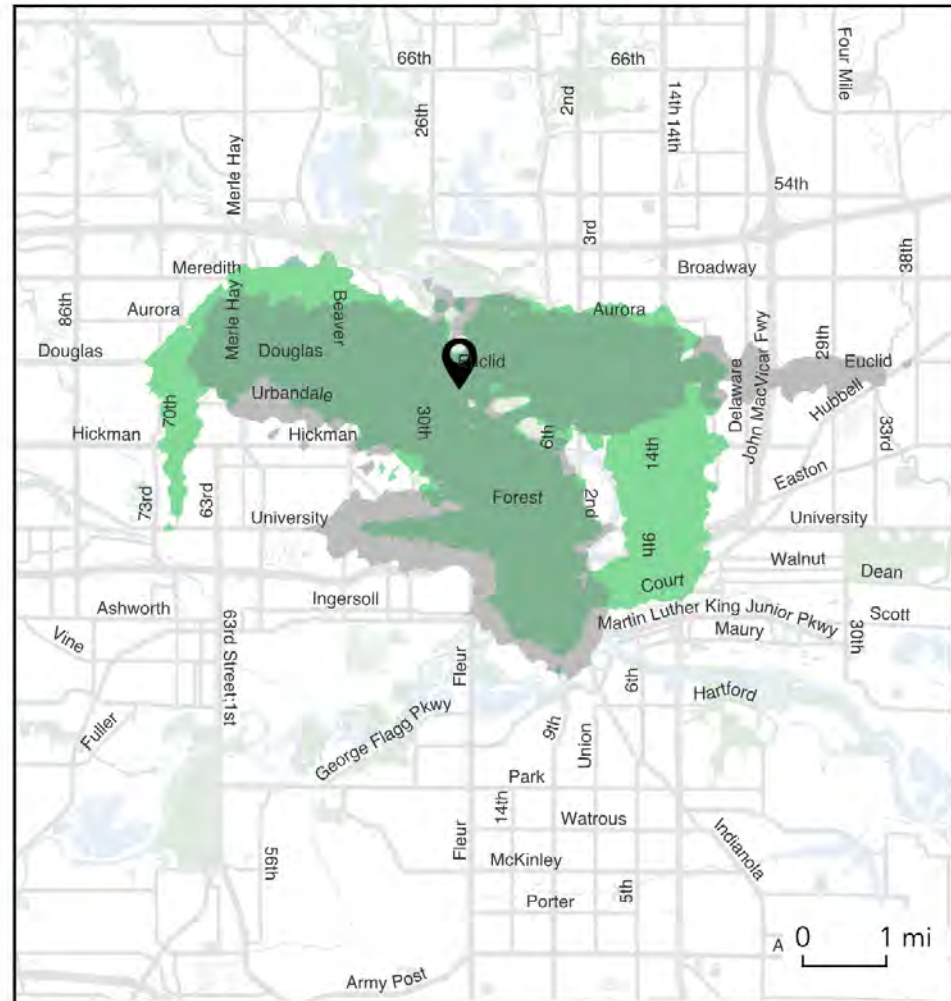


Where can I go soon?

From:
Polk County River Place

Coverage Concept

+4% jobs
+7% residents

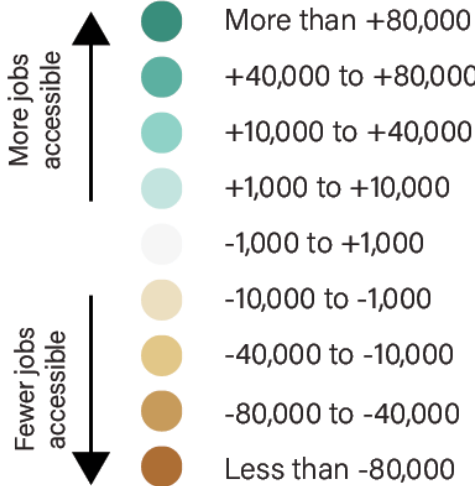


Access Change: Ridership Concept

45-Minute Job Access

Change in the number of jobs a person can reach in 45 minutes compared to the Existing Network

Each point = 50 people



Data: LEHD 2021, ACS 2022, DART Fall 2024

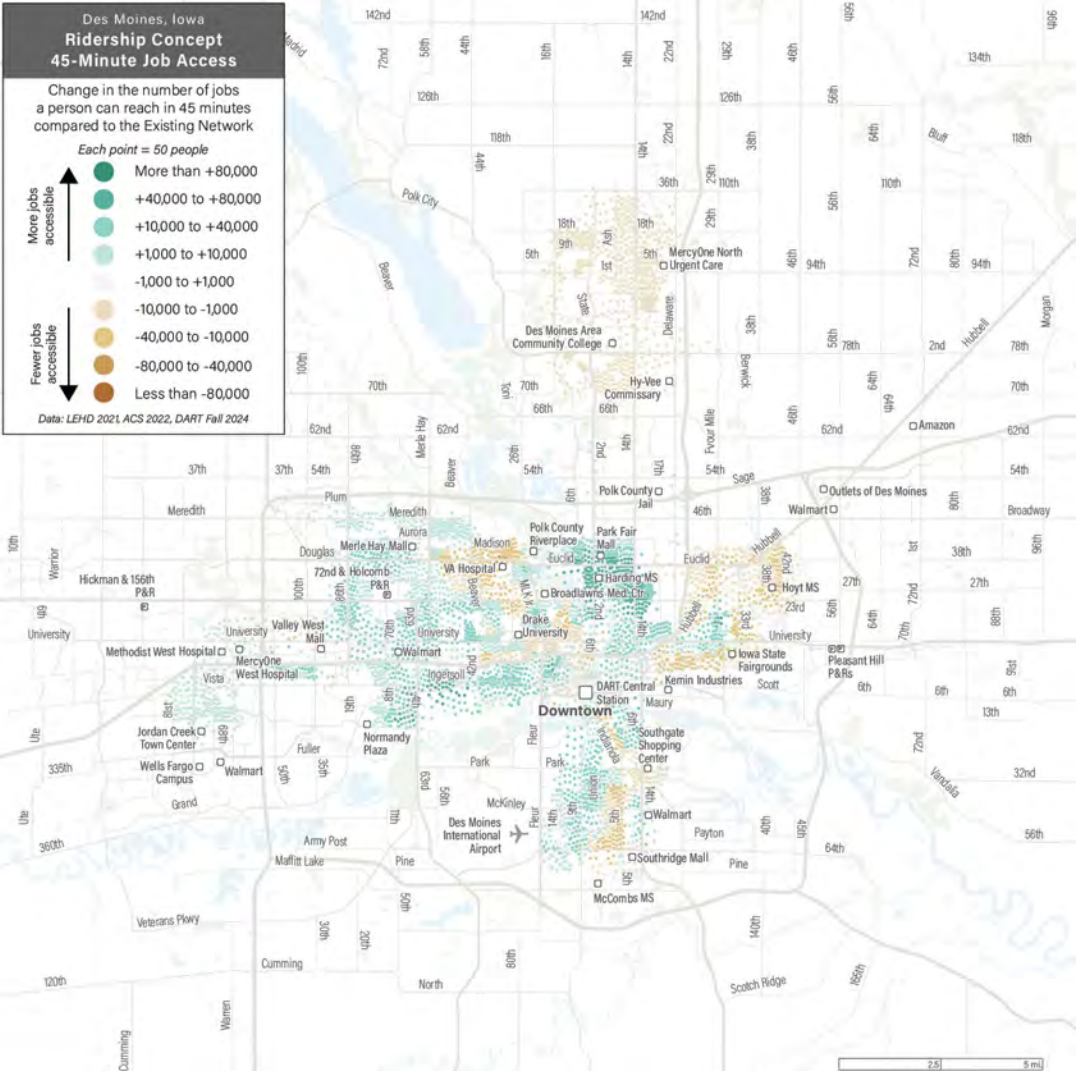
Des Moines, Iowa
**Ridership Concept
45-Minute Job Access**

Change in the number of jobs a person can reach in 45 minutes compared to the Existing Network

Each point = 50 people

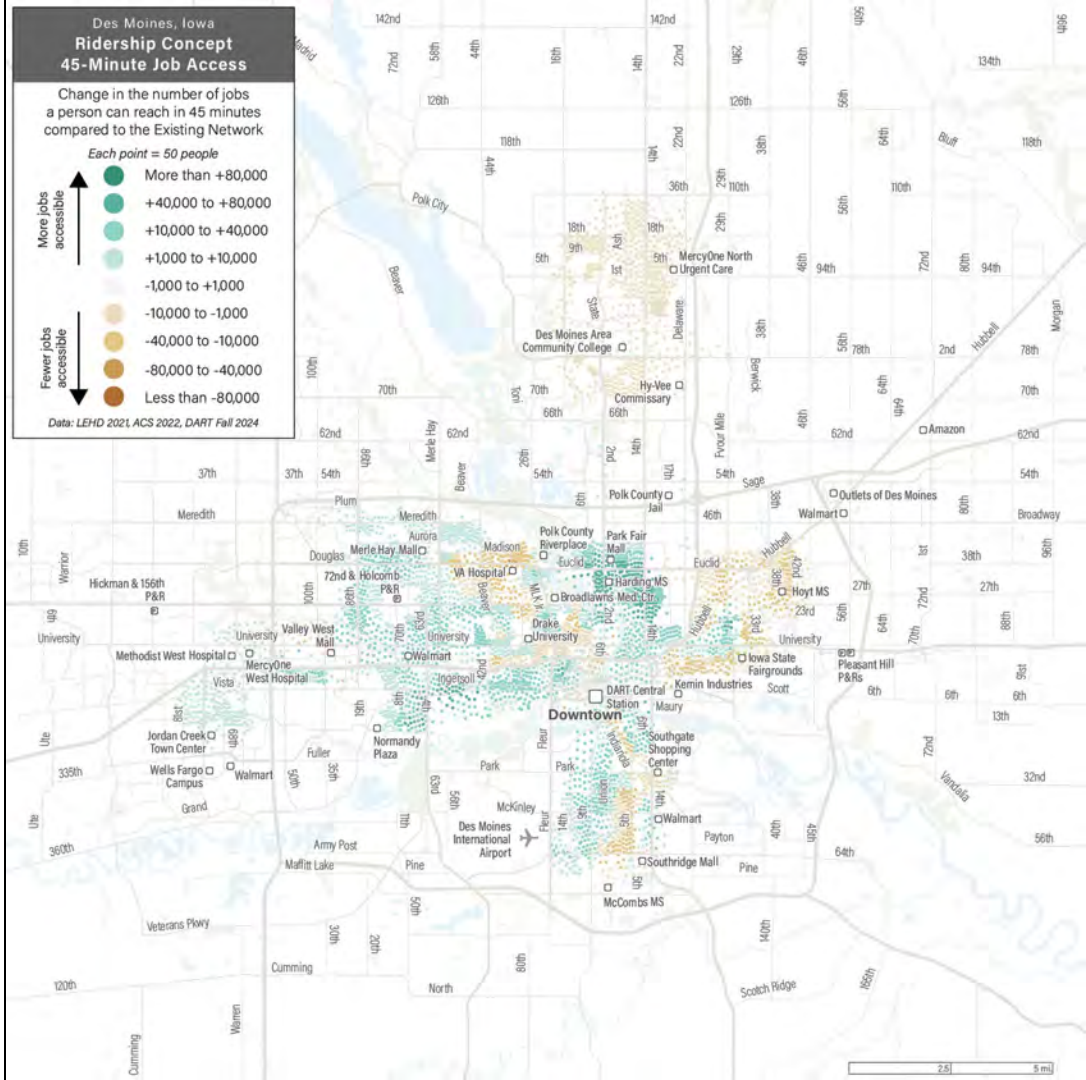
- More jobs accessible ↑
- More than +80,000
- +40,000 to +80,000
- +10,000 to +40,000
- +1,000 to +10,000
- 1,000 to +1,000
- Fewer jobs accessible ↓
- 10,000 to -1,000
- 40,000 to -10,000
- 80,000 to -40,000
- Less than -80,000

Data: LEHD 2021, ACS 2022, DART Fall 2024



Access Change: Ridership Concept

The average resident
can reach:
+23% jobs
within 45 minutes



Access Change: Coverage Concept

The average resident
can reach:
-9% jobs
within 45 minutes

Des Moines, Iowa
**Coverage Network
45-Minute Job Access**

Change in the number of jobs
a person can reach in 45 minutes
compared to the Existing Network

Each point = 50 people

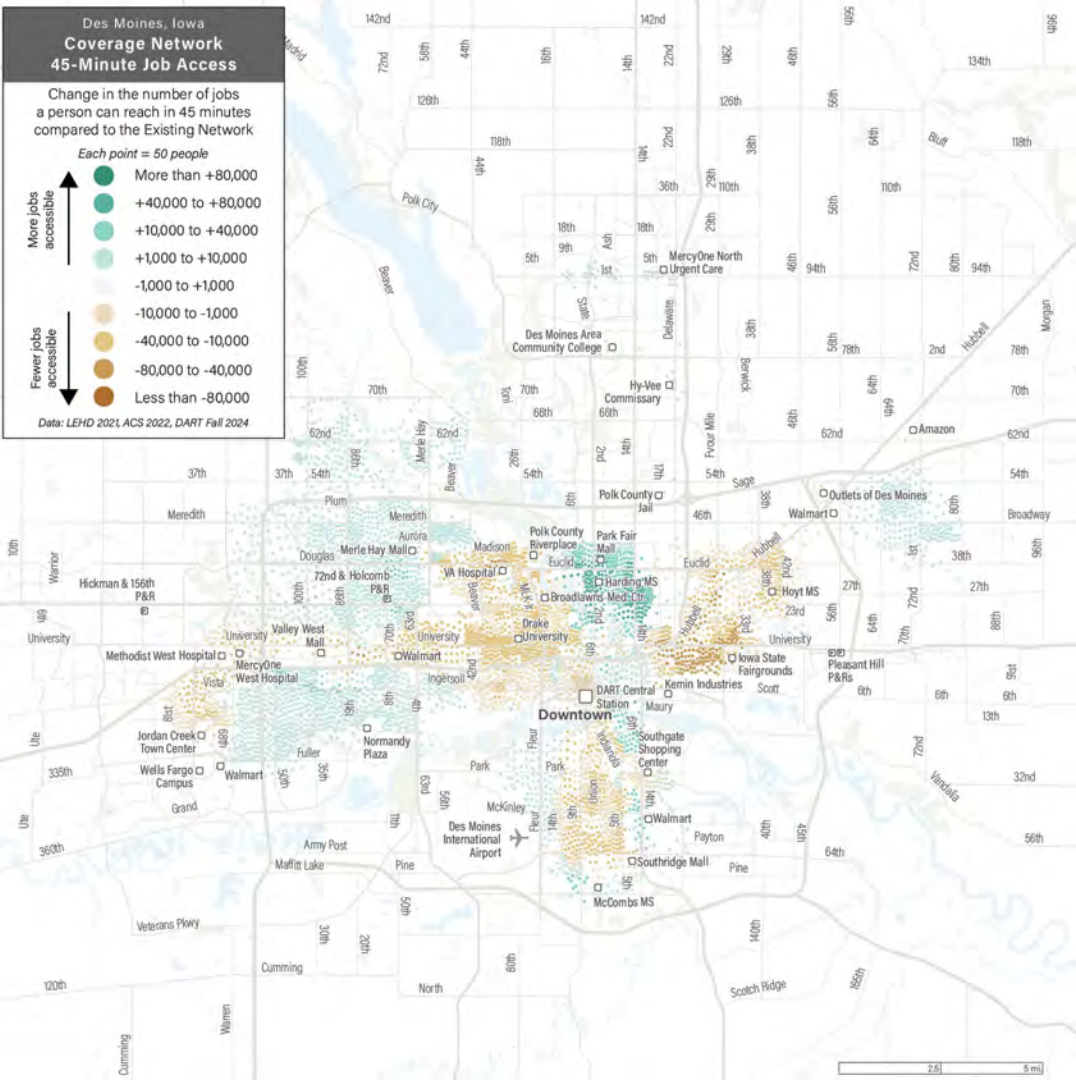
More jobs accessible ↑

- More than +80,000
- +40,000 to +80,000
- +10,000 to +40,000
- +1,000 to +10,000
- 1,000 to +1,000

Fewer jobs accessible ↓

- 10,000 to -1,000
- 40,000 to -10,000
- 80,000 to -40,000
- Less than -80,000

Data: LEHD 2021 ACS 2022, DART Fall 2024



Access to jobs for subgroups

	Ridership Concept	Coverage Concept
Average resident	+23%	-9%
Average low-income resident	+18%	-10%
Average household without cars	+13%	-13%
Average resident of color	+22%	-9%

Access to jobs on Sunday

	Ridership Concept	Coverage Concept
Average resident	+185%	+92%
Average low-income resident	+156%	+88%
Average household without cars	+119%	+63%
Average resident of color	+199%	+113%

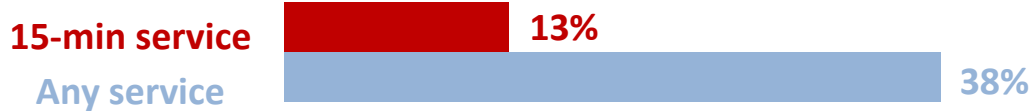
How many people are near transit?

How many people are near transit? (within ¼ mile)

Existing Network



Ridership Concept



Ridership Concept
+9% near 15-min service
-6% near any service

Coverage Concept



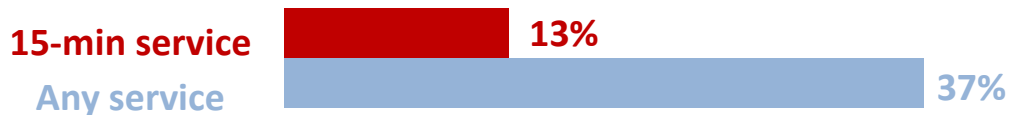
Coverage Concept
+23% near any service

People near transit on Sunday (within ¼ mile)

Existing Network



Ridership Concept



Ridership Concept
+13% near 15-min service
+3% near any service

Coverage Concept



Coverage Concept
+4% near any service

Engagement through April

Survey Questions: Ridership or Coverage?

A I strongly prefer the Ridership Concept

B I lean towards the Ridership Concept

C I'm halfway in between

D I lean towards the Coverage Concept

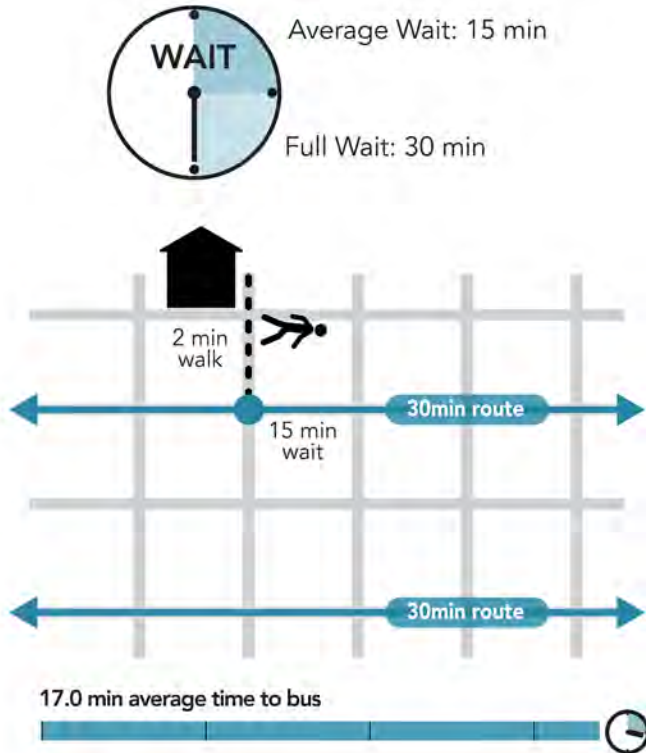
E I strongly prefer the Coverage Concept



Survey Questions: Walking or Waiting?

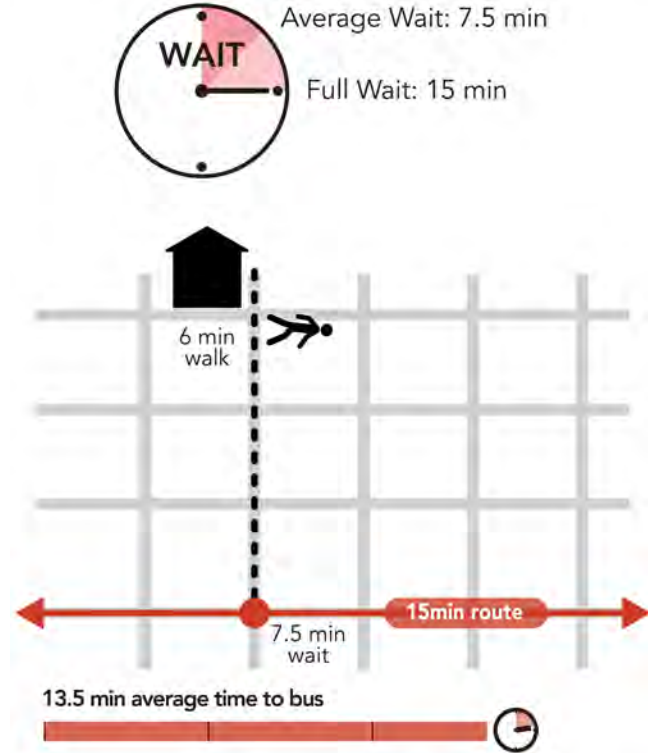
Shorter Walk, Longer Wait

Closely spaced routes with buses coming every 30 min



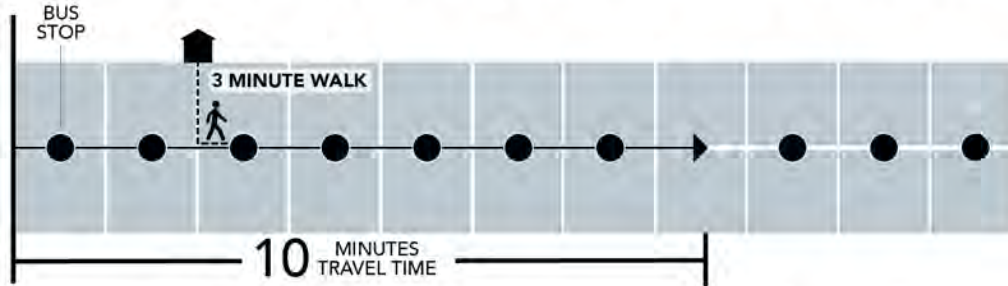
Longer Walk, Shorter Wait

Wider spaced routes with buses coming every 15 min

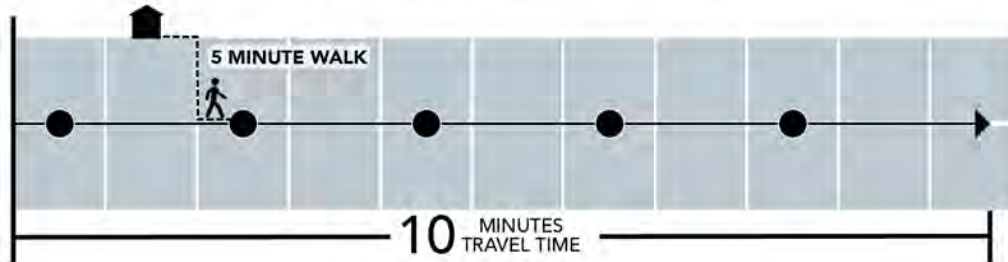


Survey Questions: Bus Stop Spacing

Closer stop spacing: Shorter walk, slower bus



Wider stop spacing: Longer walk, faster bus





Let's Reimagine Together

How to Give Input

- **Online:** Visit reimagineDARTdsm.com to view two maps and learn more. Then, complete the online survey.
- **In Person:** Attend one of 8 public meetings to hear a short presentation and complete a print survey.

Scan to take
the survey!





Thank you
Ridedart.com

dart

DC LIST

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 list includes projects actively seeking funding and important policy initiatives.
- Deadline to submit updates was Friday, February 21.
- A few changes in March and April:
 - Remove two projects at members' request
 - Added regional SS4A application
 - Retained previous SS4A grant award that awaiting a grant agreement
- Updated list is available as a handout.
- Next year's process will be updated so MPO staff can more easily track changes.

FFY 2029 FUNDING RECOMMENDATION

STBG / TAP Applications

Program	Number of applications	FFY 2029 Funding Targets	Total requests
STBG	15	\$18,600,000	\$34,340,000
STBG Planning	1		\$312,500
STBG Bridge	2		\$4,600,000
TAP	8	\$1,800,000	\$4,307,000
TOTALS	26	\$20,400,000	\$43,559,500

- Funding Subcommittee held two meetings
 - March 12 – STBG Presentations
 - March 25 – Tap Presentations and Award Deliberations

Primary Sponsor	Project Title	Project Cost	Funding Request	Recommended Award
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	\$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	\$1,800,000
Des Moines	6th Avenue Improvements -- Hickman Road to Euclid Avenue	\$4,402,000	\$3,000,000	\$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	\$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	\$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	\$2,000,000
Windsor Heights	73rd Street Reconstruction – Phase 2	\$19,550,000	\$2,000,000	\$2,000,000

Planning & Bridge Applications

Primary Sponsor	Project Title	Project Cost	Funding Request	Recommended Award
Des Moines	SW 9th Street Bridge over the Raccoon River Rehabilitation	\$8,000,000	\$4,000,000	\$3,400,000
Polk County	Bridge Replacement: SE Stewart Drive over Mud Creek south of SE 56th Ave	\$1,400,000	\$600,000	\$600,000

Sponsor	Project Title	Project Cost	Funding Request	Recommended Award
Altoona & Bondurant	Eastern Polk County I-80 Interchange Planning & Environmental Linkages Study	\$625,000	\$312,500	\$312,500
Flex STBG to TAP				\$200,000
MPO	Data licensing	\$180,000		\$180,000

TAP Applications

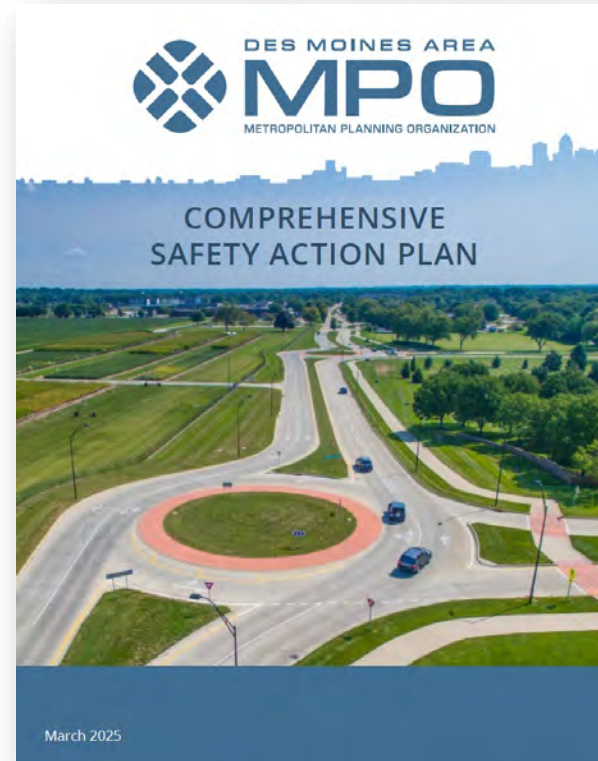
Primary Sponsor	Project Title	Project Cost	Funding Request	Recommended Award
Ankeny	Oralabor Gateway Trail at Ankeny Blvd - Grade Separation	\$4,500,000	\$1,500,000	
Altoona	Adventureland Drive NW PCC Pavement Reconstruction and Widening	\$10,965,000	\$55,000	
Bondurant	Central District Transportation Improvements	\$3,539,000	\$500,000	\$500,000
Des Moines	Bill Riley Trail Bridge over the Raccoon River	\$3,500,000	\$700,000	\$550,000
Polk City	South 3rd Street trail project	\$565,000	\$452,000	\$452,000
Waukee	Waukee Regional Trail Connection and Safety Improvements	\$7,170,000	\$500,000	\$500,000
West Des Moines	Raccoon River East Greenway Trail	\$2,125,000	\$500,000	
Windsor Heights	Windsor Trail Reconstruction	\$280,000	\$100,000	

SAFE STREETS FOR ALL NOFO AND GRANT APPLICATION

Notice of Funding Opportunity*

- Issued March 28th
- Due June 26th
- Up to \$580M available
- \$2.5M to \$25M awards
- Resulting in 40 – 70 implementation grants
- Expected period of performance is between 12 months and 5 years
- Applicants who have never received federal funding are encouraged to partner with an MPO

* Pages 3, 23, 24

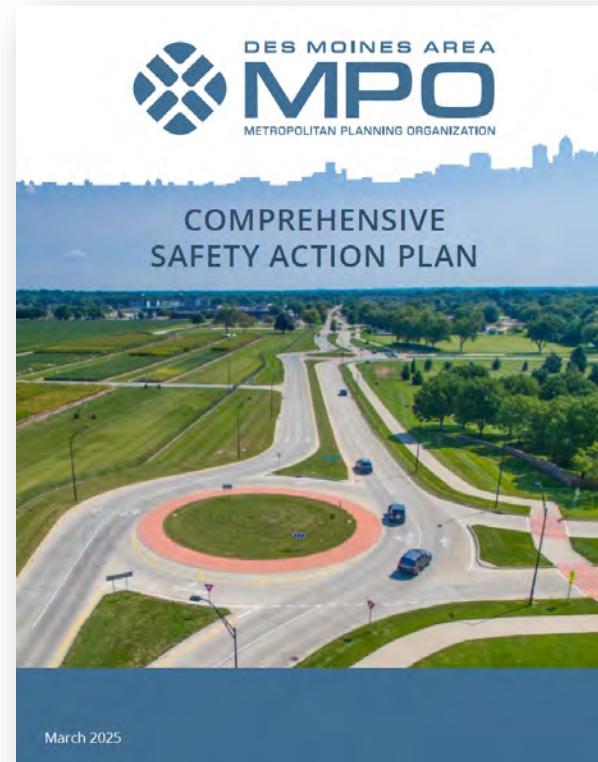


The adopted Action Plan.

Match Requirements*

- 20% minimum local match for eligible project costs
- In-kind matches are eligible and may include the value of:
 - Personnel
 - Goods
 - Services
 - Space
 - Utilities
- For details, visit the website and scroll to “eligible implementation grant expenses”

* Pages 12, 13, also see: <https://www.transportation.gov/grants/ss4a/match>



The adopted Action Plan.



Eligible Expenses*

- Planning, design, and development of projects and strategies in the Action Plan
- Infrastructure projects
 - Environmental review
 - Design
 - Construction
- Non-infrastructure strategies
 - Education/enforcement
 - Policy change
 - Post-crash care



Eligible Expenses

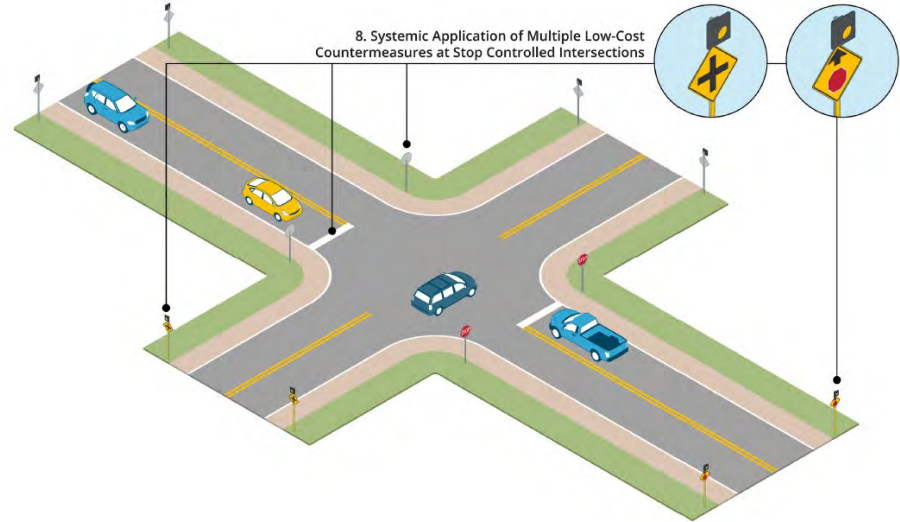
- *“Activities must be infrastructure, behavioral, operational, or post-crash care activities identified in the Action Plan and must be directly related to safety problems identified in the Action Plan”*
- *“DOT encourages the inclusion of supplemental planning and demonstration activities in the implementation application”*
- *“Funding requests for planning/design/development must be tied directly to completion of projects and strategies”*

Ineligible Expenses

- *“Projects and strategies whose primary purpose is not roadway safety”*
- *“Infrastructure projects primarily intended to expand capacity to improve Levels of Service for motorists on an existing roadway, such as the creation of additional lanes”*

Program Priorities*

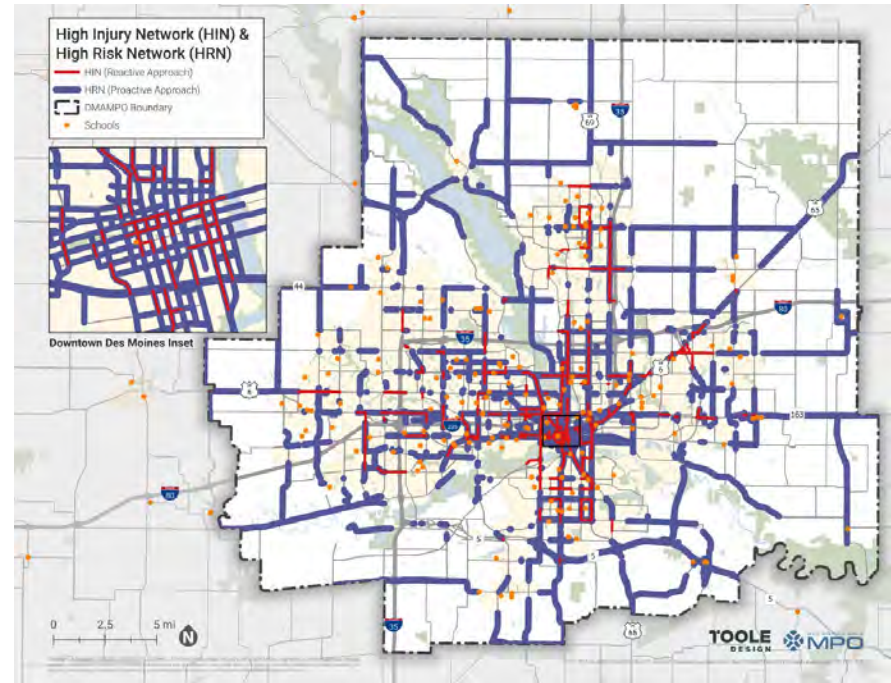
- Low cost, high impact strategies over a wide geographic area
- Equitable investment in underserved urban and rural communities
- Evidence based projects and strategies
- Engagement with a variety of stakeholders



An example of a lower cost proven safety countermeasures.

Program Priorities

- *“Should be located on the Action Plan’s high injury network to the extent practicable”*
- *“Or address high risk roadway features correlated with severe crash types”*
- *“Applicant is not required to provide exact locations for each project or strategy, but should identify which geographic locations are under consideration for projects and strategies”*



A map of the combined High Injury and High Risk Network from the Action Plan.

Grant Criterion*

1. Safety need
2. Safety impact
3. Engagement and collaboration
4. Supplemental planning and demonstration activities *(optional)*
5. Project readiness *(needs to include application milestones such as public involvement)*

<p>Enhanced Delineation for Horizontal Curves Increase driver awareness of hazardous curves</p> <p>Expected crash reduction: 15% to 60% (Sources: FHWA)</p>	 <p>Source: FHWA</p>
<p>Longitudinal Rumble Strips and Stripes on 2-Lane Roads</p> <p>Expected crash reduction: 13% to 64% (Source: FHWA)</p>	 <p>Source: MnDOT</p>

Grant criterion #2 will be graded in part on the inclusion of evidence-based countermeasures like these.

Additional Award Considerations*

1. If applicant received Action Plan funds in a previous round
2. Percentage of grant providing safety benefits to underserved communities (i.e., areas of persistent poverty)
3. If applicant is in a rural area
4. If the applicant would enhance geographic diversity
5. If lane capacity is reduced (*not favored*)
6. If grant total is \$10M or less
7. *“May prioritize awards to those that did not receive implementation grants in previous funding rounds”*



Road diets like this one on Ingersoll Avenue would not be viewed favorably.



Schedule

- **Before April 25:** Meetings with member communities
- **April 25 – May 9:** Select projects
- **May 12 – May 31:** Gain MPO and member community approval/matches
- **May 12 – June 20:** Write grant application
 - Narrative
 - Maps
 - Budget

MULTIMODAL ECONOMIC IMPACT STUDY

Multimodal Economic Impact Study

- Kicked-off March 13, 2025
- Metro Analytics is working on Task 1 and Task 2
 - Task 1: Multimodal Transportation Contribution/Dependency Analysis
 - Task 2: Transit Contribution and Efficiency
- Purchased IMPLAN data for economic model

Multimodal Economic Impact Study

Task # Tasks	Mar-25		Apr-25		May-25		Jun-25		Jul-25		Aug-25		Sep-25	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Task 0 Project Management														
0.1 Project Kick-Off/Monthly Check In Meetings/Presentations			M		M	I	M		M	V	M		M/V	A
Task 1 Multi-Modal Transportation Contribution/Dependency Analysis														
1.1 Scenario Definition and Modeling Setup														
1.2 Transportation Investment Cost Streams														
1.3 Monetizing Multimodal Transportation Benefits														
1.4 Economic Impact Assessment of Multimodal Transportation				W										
Task 2 Transit Contribution and Efficiency														
2.1 Transit Scenario Modeling														
2.2 Monetizing Transit Benefits														
2.3 Economic Impact Assessment of Transit Services														
Task 3 Detailed Labor and Job Market Access														
3.1 Labor and Market Accessibility Analysis														
3.2 Productivity Relationships														
3.3 Economic Impacts Assessment of Labor Access Gains														
Task 4 Industry and Business Case Study Analysis														
4.1 Defining Sensitive ACRE Market														
4.2 Collaborative Inputs														
4.3 Analogous and Case Based Assumptions														
Task 5 Economic Impact Dashboard														
5.1 Storyboard and Concept Design														
5.2 Development of Variables and Datasets														
5.3 ArcGIS Application Programming and Delivery														
5.4 Testing and Debugging														
5.5 Training and Presentation														

★ Milestone #1: Multimodal Efficiency Impacts Report & Presentation

★ Milestone #2: Transit Contribution Impacts Report & Presentation

★ Milestone #3: Market Access Impacts Report & Presentation

★ Milestone #4: Business Attraction Impacts Report & Presentation

★ Milestone #5: Economic Impact Dashboard & Presentation

M - Monthly Check In Meeting

I - In-Person Presentation

V - Virtual Presentation

W - Workshop

A - Approval

TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2026-2029 Transportation Improvement Program Development

- MPO develops a four-year Transportation Improvement Program (TIP) annually.
- MPO member governments and associated agencies receive current TIP projects for review and update.
- Federally funded FFY 2025 programmed projects must have FHWA authorization by **September 30, 2025**, to proceed in FFY2025.
- If not, a rollover to FFY 2026 is required.
- **Staff will be distributing TIP status reports by the end of this week.**

Transportation Improvement Program (TIP)

- Schedule for the TIP development process:
 - March: Review current TIP Projects
 - **April: Update TIP project list**
 - May: Review Draft TIP project list
 - June: Draft TIP is due to Iowa DOT
 - TIP Public Input Meeting
 - July: Final TIP review and submission to Iowa DOT

REGIONAL PAVEMENT CONDITION FORECASTING

Roadway Pavement Condition Forecasting

- **Background:** The MPO uses the dTIMS asset-management software to project future pavement conditions based on current conditions, maintenance budgets, types of treatments, etc.
- **Value:** Can help inform MPO members' pavement maintenance planning.
- **Need:** Input and perspectives from TTC members would be highly valuable in the set up of the methodology. The software is highly customizable, and the MPO aims to establish a common methodology that brings the most value to the most members.

Roadway Pavement Condition Forecasting

- MPO staff distributed a Regional Pavement Forecasting Survey earlier in 2025.
 - There were wide variations in some unit cost responses, likely due to the ambiguity of certain categories of pavement treatments.
- Staff is seeking feedback from all jurisdictions on estimates of average unit costs for specific roadway pavement treatments utilized in the region.
 - Estimates provided are based on previous survey responses, consultation with InTrans, and inflation-adjusted values from dTIMS.
- Please use the Google form to provide comments or propose alternative unit costs by **5 p.m. Wednesday, April 23.**

ACTIVE TRANSPORTATION PLAN

Active Transportation Plan Update

- The MPO is kicking off planning efforts to write a new Active Transportation Plan to succeed the Connect Plan adopted in 2009.
- Committee Members are invited to participate in a pair of public open houses to engage with members of the public
 - Tables are available to display and interact with the public on upcoming projects and planning related to bicycle and pedestrian activities
- Open House Dates
 - 6 to 8 p.m. Tuesday, May 6, at Confluence Brewing, Des Moines
 - 6 to 8 p.m. Thursday, May 8, at Brightside Aleworks, Altoona

Request for Updated Trail and Sidewalk Data

- Staff will perform Level of Service analysis for bicycle and pedestrian networks for the plan update.
- Staff requests updated trail and sidewalk data to perform accurate analysis
- Please have data updates completed by Friday, May 2, to ensure new infrastructure is included in the analysis.

Commercial Real Estate Breakfast

- Join us at the Business Record's Annual Commercial Real Estate Breakfast
- As a sponsor, we will use the venue to invite participation in the Active Transportation Plan.
- Thursday, April 24 at Hilton Des Moines Downtown
 - 7 to 7:30 a.m. Networking
 - 7:30 to 9 a.m. Program

LEGISLATIVE UPDATE

Future 435

- House and Senate bills were introduced in February
 - Provide guarantee of federal weight exemption prior to interstate designation
 - Provide minimum speed exemption
 - Appropriate \$250,000 toward an Alternatives Analysis
- Bill is funnel proof. Activity has been picking up toward end of session.
 - Passed out of Senate Commerce Committee
 - Headed to Senate Appropriations Committee
 - Passed out of House Subcommittee
 - Headed to House Appropriations Committee
- THANK YOU! Several corridor communities who have attended subcommittee meetings and advocated for the bill.
- Staff will continue to apprise corridor communities of committee meetings.

Planning Emphasis Areas



- The Iowa DOT has removed federal “Planning Emphasis Areas” from its guidance for MPO work programs.
- Examples of Planning Emphasis Areas:
 - Tackling the Climate Crisis
 - Equity and Justice 40
 - Complete Streets
- The removal can in response to changes made on the FTA’s website removing reference to Planning Emphasis Areas.
- No official guidance has been received from Federal Highway or Federal Transit to our knowledge at this time.

DMDC 2025



- Staff is coordinating with the Greater Des Moines Partnership on schedules for the annual trip to Washington DC.
- Partnership is again organizing policy teams for its featured priorities.
 - Future 435 will be one of the featured priorities with a policy team.
 - Partnership is taking lead scheduling meetings with the delegation.
 - MPO staff will advocate for DC List as part of those meetings.

Reauthorization

- House Transportation & Infrastructure Committee launched an online portal for stakeholders to submit legislative proposals for consideration in the next reauthorization bill
 - Staff will share link to portal in post-meeting email
 - Deadline for submissions in April 30th

OTHER ITEMS OF INTEREST

April 1 MPO Certification Review Initial Feedback



- No instances of non-compliance
- Commendations:
 - MPO/DART relationship and coordination
 - MPO funding of public transportation with STBG funds
 - Website update
- Recommendations:
 - MPO and DART better engage and incorporate local land use in planning process
 - Update bylaws and 28E to reflect 2020 census and clarify Exec/Policy relationship
 - Consider including 20 years of projects in LRTP
 - Public Participation – procedure for demonstrating consideration and response to public feedback and consider ADA evaluation and Program Access Plan
 - TIP should include a description of effect of projects on performance targets

April 10, 2025, Agenda



1. Call to Order
2. VOTE: Approval of Agenda
3. VOTE: Approval of Meeting Minutes
4. PRESENTATION: Reimagine DART
5. REPORT and VOTE: DC List
6. REPORT: FFY 2029 Funding Recommendation
7. REPORT: Safe Streets for All NOFO and Grant Application
8. REPORT: Multimodal Economic Impact Study
9. REPORT: Transportation Improvement Program
10. REPORT: Regional Pavement Condition Forecasting
11. REPORT: Active Transportation Plan
12. REPORT: Legislative Update
13. INFORMATIONAL ITEMS:
 - a. Upcoming Events
14. Other Non-Action Items of Interest to the Committee
15. Next Meeting Date: 9:30 a.m., May 1, 2025
16. Adjournment