



DES MOINES AREA MPO

Transportation Technical Committee Meeting

November 6, 2025

APPROVAL OF AGENDA

November 6, 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: 2026 Meeting Dates
6. REPORT and VOTE: FFY 2026-2029 Transportation Improvement Program Amendments
7. REPORT and VOTE: Unified Planning Work Program Amendment
8. REPORT: *Mobilizing Tomorrow* Revisions
9. REPORT: *Mobilizing Tomorrow* Goal 4 Performance Measures
10. REPORT: Freight Plan Update
11. REPORT: Active Transportation Plan Update
12. REPORT: TTC Survey
13. INFORMATIONAL ITEMS:
 - a. Upcoming Events
14. Other Non-Action Items of Interest to the Committee
15. Next Meeting Date: 9:30 a.m., December 4, 2025
16. Adjournment

APPROVAL OF MEETING MINUTES

PRESENTATION: REIMAGINE DART

REIMAGINE **dart**

CREATING CONNECTIONS. BUILDING COMMUNITIES.

MPO Technical Committee | November 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?

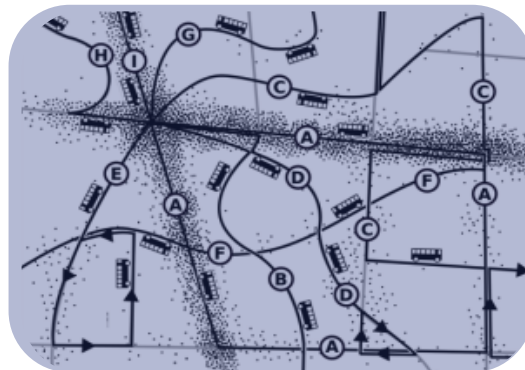
DART Commission Budget Scenarios

100% of
current
service

90% of
current
service

80% of
current
service

How do we allocate the transit resources that we have?



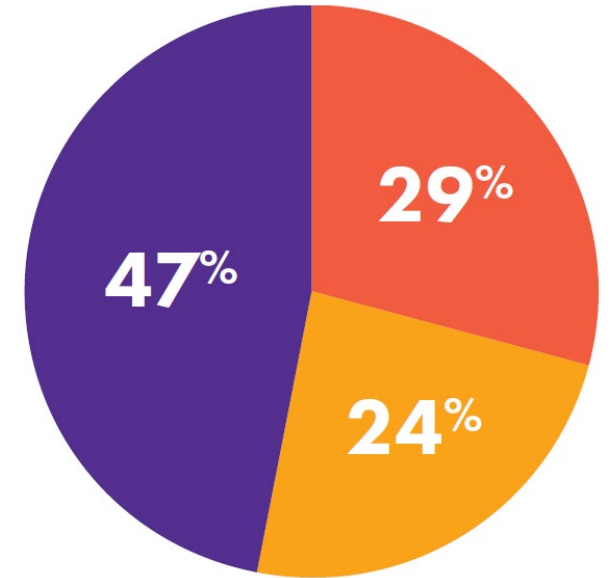
Coverage Concept



Ridership Concept

Feedback from the Riders (similar to the public)

- **47% prefer high ridership network** (fewer bus routes running more often in busiest areas).
- **24% prefer coverage network** (service reaches more places but runs less often).
- **29% prefer a mix** of the two options.



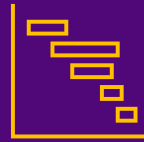
DART Commission Direction for Draft Network:

- **Prioritize ridership for the region** but include coverage service in Ankeny, Altoona and Clive.
- **Provide 10% less service** than today to limit property tax revenue growth.

Features of the New Network



Draft network based on what local governments can afford.



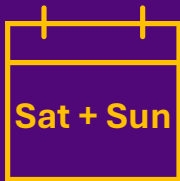
Fewer bus routes overall



More routes running more often all day and all week.



Two less weekday service hours and 1 less Saturday service hour



More frequent weekend bus service



Faster transfers between routes



Bus stops farther apart



Faster bus service overall



More on-demand microtransit

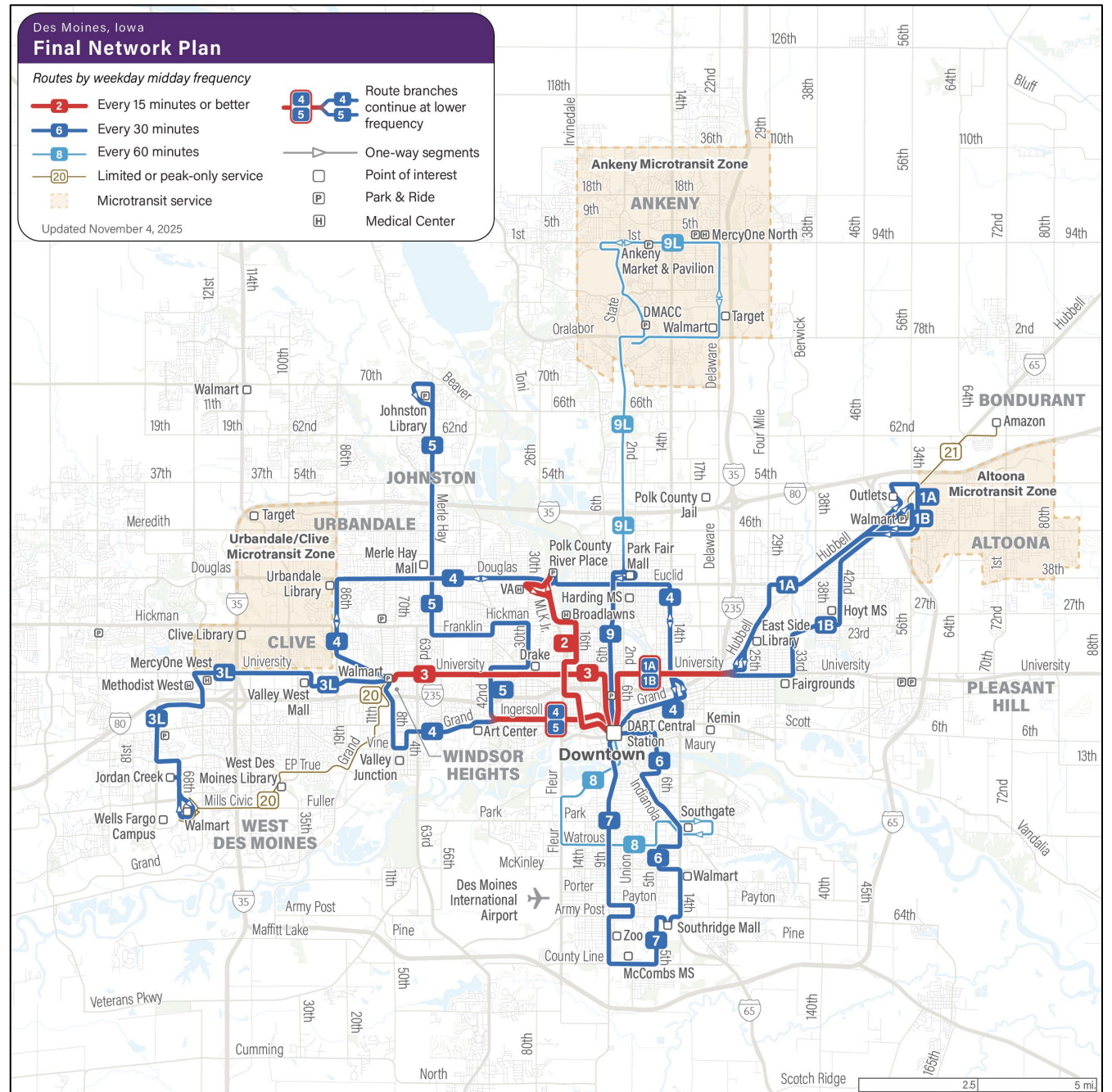
Proposed Final Bus Network

Moves resources from peak-only services to all-day, all-week services along the busiest streets in our region.

10 main routes:

- 4 corridors will have **15-minute** service most of the day.
- 8 routes will run every **30 minutes** most of the day
- 2 routes will run every **60 minutes** most of the day
- 3 microtransit zones operating on weekdays

More residents and jobs near frequent bus service

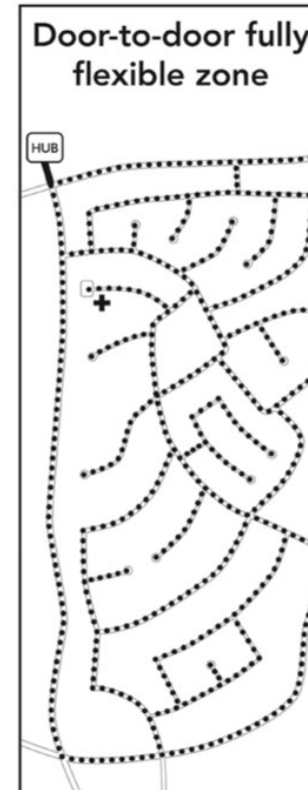


Microtransit Zones

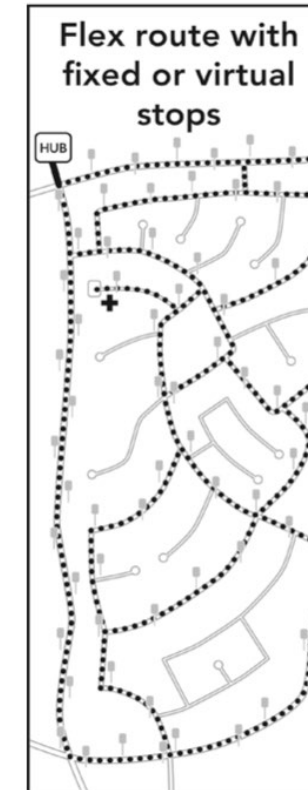
3 microtransit zones with service on weekdays from 6 a.m. to 6 p.m.

Service design is changing to increase efficiency and reliability

- Corner to hub service model
 - Customer will walk up to ¼ mile to be picked up at a virtual bus stop on a main street
 - Only select destinations will be served
- On-demand booking only (no advanced reservations)



**On Demand
Ankeny**



**Microtransit
in the Final
Network**

.....
served
by
request

More Residents Near Transit on Weekdays

+7% of residents are near frequent service
+5% of residents are near any service

Reimagine DART

Looking ahead

Member community paratransit-only study

DECEMBER 2025:

Commission approves network

JANUARY 2026:

Economic Impact Study results

SUMMER 2026:

New fixed route network takes effect

FALL 2026:

Launch of 3 new microtransit zones.

FY2027:

Hire consultant to conduct Fare Policy Study.

Network implementation planning

Regional funding formula & governance

Workforce shuttles pilot exploration



Thank you

[Ridedart.com](https://www.ridedart.com)

dart

CALENDAR YEAR 2026 MEETING DATES

TECHNICAL	EXECUTIVE	POLICY
Meets at 9:30 a.m. on the first Thursday of the month unless otherwise noted.	Meets at 11:30 a.m. on the first Thursday of the month unless otherwise noted.	Meets at 4 p.m. on the third Thursday of the month unless otherwise noted.
January 8*	January 8*	January 22*
February 5	February 5	February 19
March 5	March 5	March 19 12 ¹
April 2	April 2	April 16
May 7	May 14**	May 21
June 4	June 4	June 18
No meeting ²	No meeting ²	No meeting ²
August 6	August 6	August 20
September 3	September 3	September 17
October 1	October 1	October 15
November 5	November 5	November 19
No meeting ²	No meeting ²	No meeting ²

* All meetings are delayed one week due to New Year's Day holiday falling on the first Thursday of the month.

** Executive Committee delayed one week to avoid annual trip to Washington, D.C., which is tentatively scheduled for May 6-8.

¹ Proposing to reestablish the March meeting of the Policy Committee due to frequent occurrence of having to schedule a meeting for needed Policy Committee actions. Meeting is in the second week to avoid Spring Break.

² Proposing to have no meetings for all committees in July and December due to these being slow times of year for MPO.

FFY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS

FFY 2026-2029 TIP Amendment

Amendment: Update termini description

Sponsor: City of Des Moines

Project: Central Place Levee Trail Phase 2

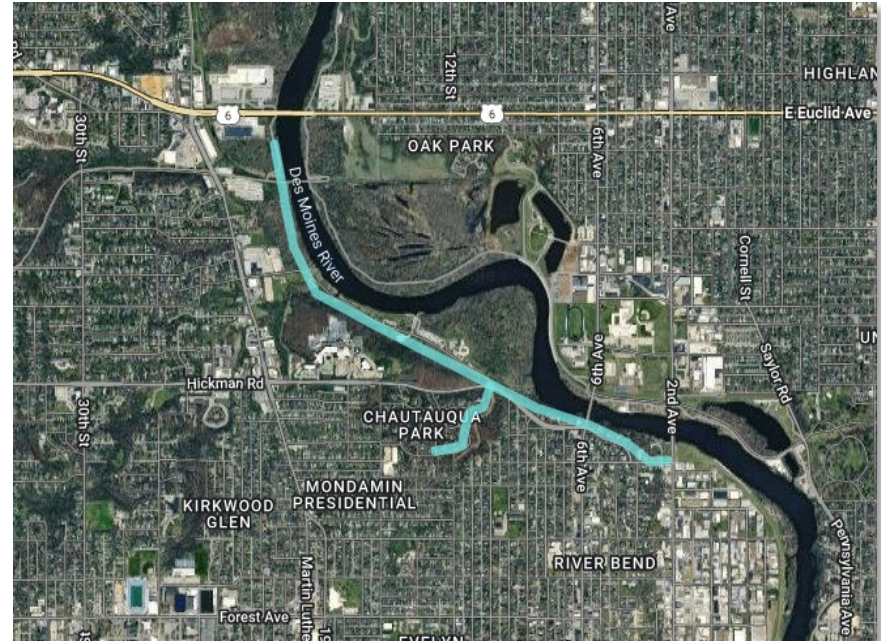
Federal Aid Amount: \$1,600,000

Total Cost: \$2,800,000

Type of Funding: TAP, RTP

Location: Multiuse trail from Franklin to Inter-Urban and Trestle to Trestle Trail

Change: Termini description to read: “In the city of Des Moines, trl from TRSTL /INTRURBAN Trls, Hickman Rd and 9th St Modifications, Spur Chautauqua Prk.”



FFY 2026-2029 TIP Amendment

Amendment: Update termini description

Sponsor: Polk County

Project: Bridge 1271 Replacement

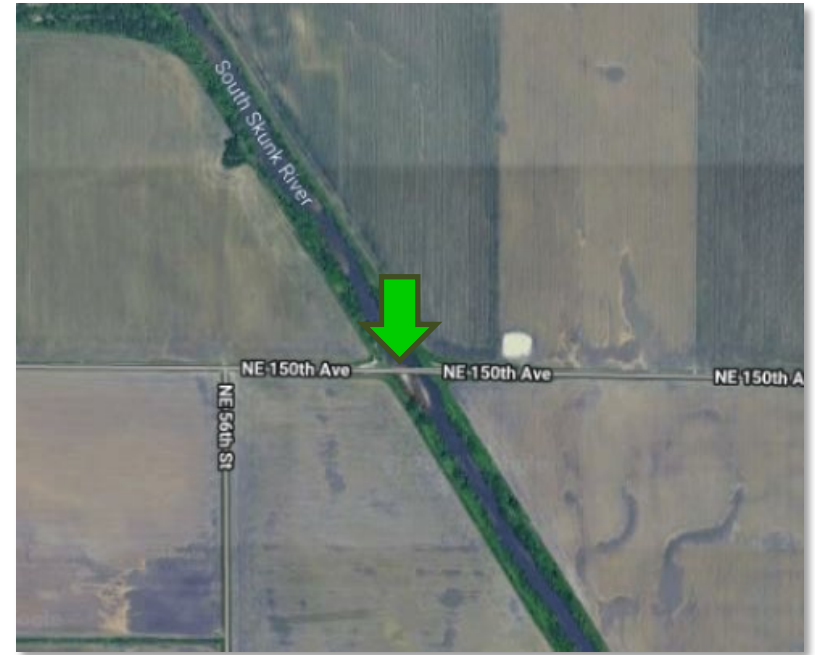
Federal Aid Amount: \$450,000

Total Cost: \$450,000

Type of Funding: HBP

Location: On NE 150th Ave over old channel S. Skunk River, W of NE 68th St.

Change: Termini description to read: “On NE 150th Ave over old channel S. Skunk River, W of NE 68th St.”



FFY 2026-2029 TIP Amendment

Amendment: Adjust federal aid amounts

Sponsor: Iowa DOT

Project: TPMS ID #48539

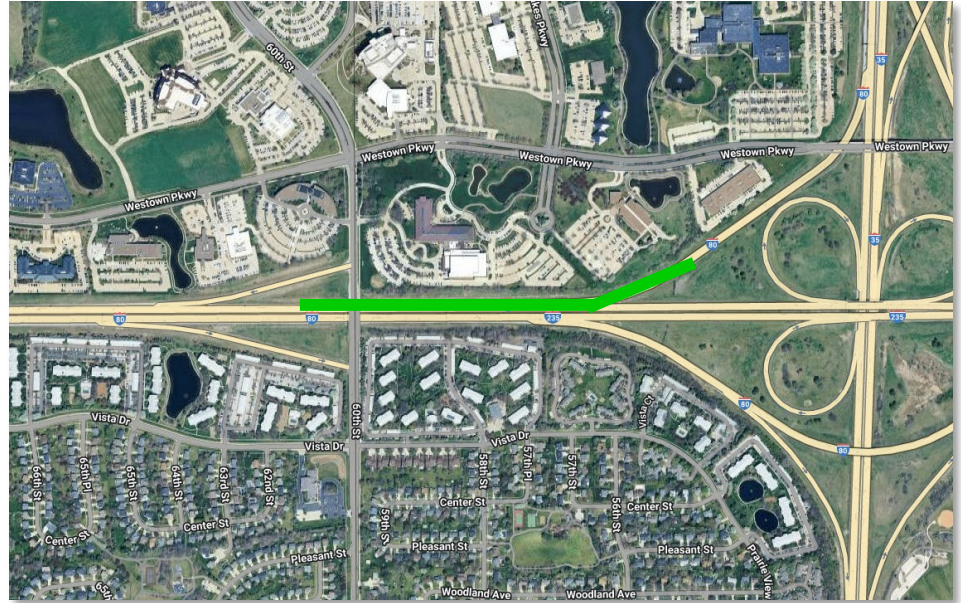
Federal Aid Amount: \$751,500

Total Cost: \$835,000

Type of Funding: NHPP

Location: I-80: Westbound I-80 ramp at W I-35/I-235 interchange.

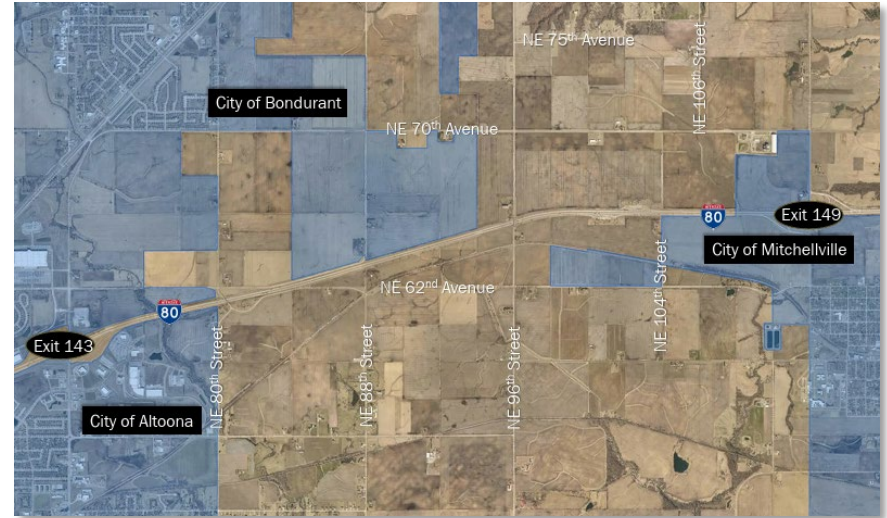
Change: Increase federal aid amount by more than 30%. Total cost increases to \$2,144,950 and federal aid amount increases to \$1,930,455.



UNIFIED PLANNING WORK PROGRAM AMENDMENT

UPWP Amendment

- MPO awarded \$560,000 in STBG fundings to the Cities of Altoona and Bondurant for an I-80 Planning Environmental Linkages (PEL) study.
- MPO must add the project and STBG funds to the UPWP to ease the administrative process of using federal funds for studies.
- Once approved in the UPWP, Altoona and Bondurant can procure consultant services and carry out the PEL study with federal funding.



MOBILIZING TOMORROW REVISIONS

Mobilizing Tomorrow Revisions



- Revisions complete
 - Updated 2050 safety performance targets to align with Vision Zero goal of 2045 as defined in the *Comprehensive Safety Action Plan (2025)*.
 - Revisions to Figures 3.13 and 4.15 to address formatting.
 - Revision to Appendix I, Section 13.4 to document revisions as well as amendments.

MOBILIZING TOMORROW

GOAL 4 PERFORMANCE MEASURES

Goal 4 Performance Measures

One of Greater Des Moines' key competitive advantages is a high quality of life. The region is consistently recognized for its affordability, access to the outdoors, and family-friendly atmosphere. However, this way of life is being challenged by impediments to multiple systems, including the area's car-centered transportation system and decreasing levels of physical activity. For residents, regardless of age or disability, to be able to truly enjoy the high quality of life for which Greater Des Moines is known, health and well-being, in all senses of those terms, need to be actively promoted throughout the region.

- Safety
- Transit Ridership
- Housing & Transportation Affordability
- Access to Necessities

Goal 4 Performance Measures

Measure	Base Year	Current	5-YR Target	2050 Target
Safety				
Number of fatalities*	40.4	40.6	23	0
Fatalities per 100 million VMT*	0.919	0.971	0.460	0
Number of serious injuries*	186.4	181.2	150.9	0
Serious injuries per 100 million VMT*	4.215	4.239	2.927	0
Number of non-motorized fatalities and serious injuries*	31.8	34.0	22.5	0

* Performance measures required by the Federal Highway Administration in 23 CFR 490.

Goal 4 Performance Measures

Measure	Base Year	Current	5-YR Target	2050 Target
Transit				
Total Ridership	3,600,000	3,753,065	4,000,000	7,000,000
Housing & Transportation				
Housing/Transportation Affordability Index (% of income spent on housing)	43.0	42.0	40.0	35.0
Access to Necessities				
Multimodal Job Access (% housing units within ¼ mile)	65.5	No Update	Increase	Increase
Multimodal Access to Medical Facilities (% of housing units within ¼ mile)	22.2	No Update	Increase	Increase
Multimodal Access to Food (% of housing units within ¼ mile)	11.7	No Update	Increase	Increase
Access to Parks (% of housing units within ¼ mile)	37.8	No Update	Increase	Increase

FREIGHT PLAN UPDATE

Previous Freight Plans

- Multiple studies predate current freight planning efforts:
 - *Goods Movement in the Des Moines Metropolitan Area (2002)*
 - *Goods Movement in Central Iowa and in the Des Moines Metro Area (2006)*
 - *Trans-Iowa/Illinois Freight Corridor Study (2007)*
 - *Des Moines Rail Transload Feasibility Study (2014)*



Overall Purpose of the Plan:

- Provide an updated understanding of the goods that move into and out of the Greater Des Moines area.
- Overviews of freight modes in the region, the routes they take, and the impediments they face.
- Identify conflicts between land uses and more efficient goods movement.
- Collaborate with regional freight stakeholders to understand trends in freight affecting the region.
- Undertake a SWOT analysis with our freight stakeholders and member jurisdictions.
- Prepare for the next long-range transportation plan update.

Two Freight Plan Surveys

- **Stakeholder Survey:** Identify impediments, catalogue import/export operations, understand common trends/modes; build up freight round table
- **Jurisdictions Survey:** Identify major businesses/industries/modes, conflicts, infrastructure/regulatory constraints → *build up round table*
 - ***What else should we be asking?***



Scan the QR code to take our community freight survey!

Des Moines Area MPO - Freight Plan Survey

Thank you for taking the time to tell us about your experience with freight transportation.

This survey should take 7-10 minutes.

Your information will be kept strictly confidential.



1 What are the major businesses/industries in your jurisdiction that ship goods in or out of the region?
Please provide the name of the business and the address.

2 What mode(s) of freight are most common in your community?
(Mark all that apply)

Full Truckload (FTL)

Less than Truckload (LTL)

Intermodal

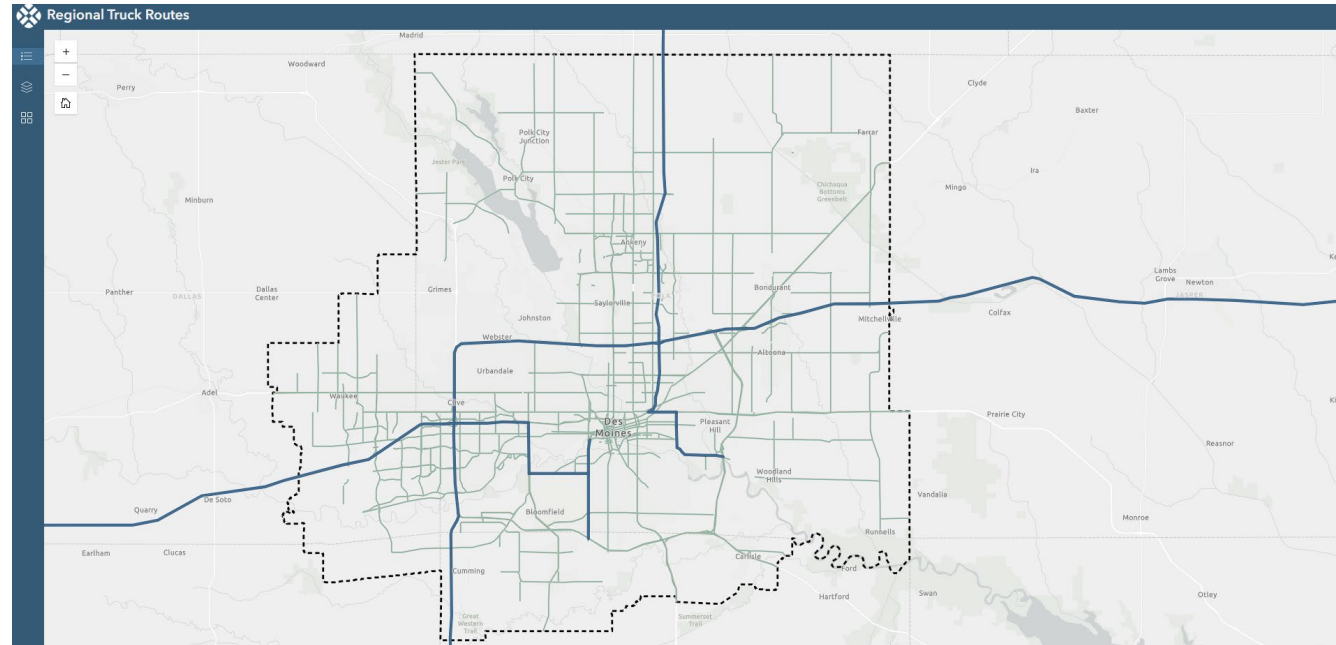
Railroad

Box Trucks/Sprinter Vans

Air

Updating Regional Truck Routes

- Among other requests, the MPO is seeking updates to its Regional Truck Routes dashboard:
 - **New routes**
 - **Defunct routes**
 - **Additional regulations**



Plan Development

- Task 1: Distribute Survey, Build up Contacts (Now)
- Task 2: Draft introductory materials (Now)
- Task 3: Identify Data Needs; Acquire, Map & Analyze Data (November-December)
- Task 4: Work with freight round table to identify trends and share survey results (Q2-Q3)
- Task 5: SWOT analysis (Q3)
- Task 6: Plan development (Q2-Q3) for approval Q4

ACTIVE TRANSPORTATION PLAN UPDATE

Gratitude for Your Time

- You've heard a lot from us, and we've heard a lot from you...
THANK YOU for your participation in the discovery process!
 - The Gaggle waddled from July 19 – November 5 with over 15 communities, DART, Iowa DOT, Airport staff, and additional regional stakeholders



Foundation and Pillars

- **The MPO has committed to Vision Zero by 2045:**
 - The Active Transportation Plan is one mechanism for the region to plan for action on safety.
 - Progressing toward a safer active transportation system requires consistency, localized solutions (e.g., urban/suburban) and coordinated efforts.
- **Communities are already acting on walkability:**
 - Trails are highly valued to community residents and economic development.
 - Sidewalk gaps, trail gaps and developer incentives.
 - Construction of walkable market/civic districts.
- **The MPO is responding to feedback from the discovery process.**



We Keep on Rolling (and Stepping)

- Pedestrian and Bicycle Level of Stress analysis is in progress.
 - Walk Audits
- Listening sessions: October 2025 through Winter 2026
 - Some specific by sector and invitation
 - others self-selecting – options for audits, walkabouts, etc.
 - Session request form will be included in post-meeting email – please share!
- Anticipating data requests to go out in mid-late November – stay tuned

TTC SURVEY

TTC Survey



- MPO staff intermittently conducts a performance survey of its committees.
 - Assess the organization’s effectiveness
 - Help prioritize future planning activities and programs
- The most recent survey will inform upcoming work areas including:
 - Unified Planning Work Program
 - Funding Review
 - Comprehensive Safety Action Plan
- Survey will be shared in post-meeting email.

OTHER ITEMS OF INTEREST

MPO Funding Review

Committee

Len Murray
Mike Jones
Matt McCoy
Scott Sanders
Tom Hadden
David Jones
John Dostart
Luke Parris
Mark Mueller

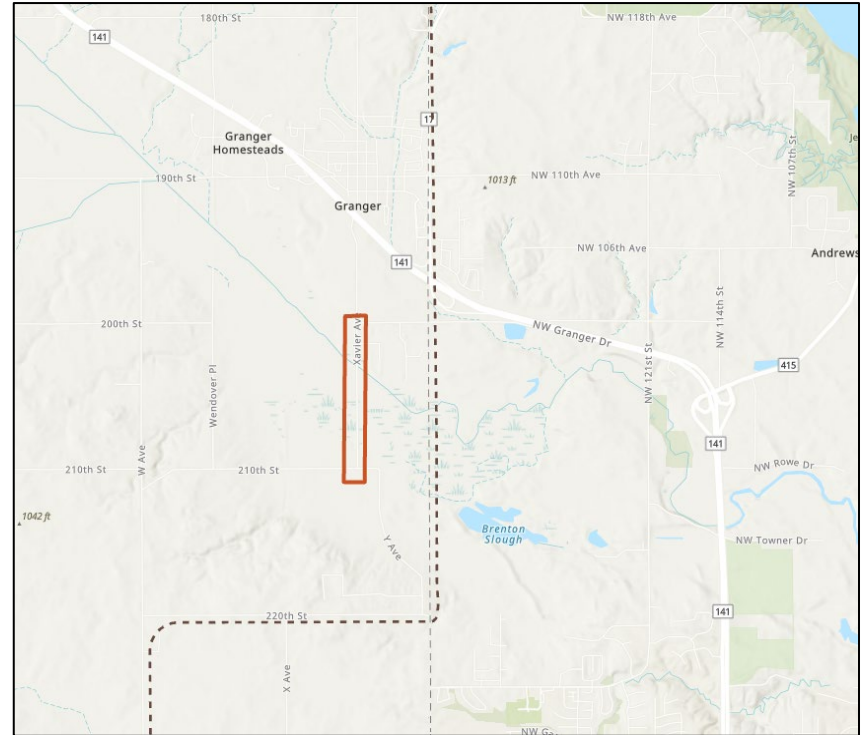
- First meeting held October 16
- Areas of exploration:
 - Emphasis on safety
 - How to “spread the peanut butter”
 - Adding transparency to scoring process.
- Future area of exploration:
 - Local funding swap

Review Phases

Phase 1: Discovery
Fall & Winter
Phase 2: Scenarios
Spring
Phase 3: Buildout
Summer

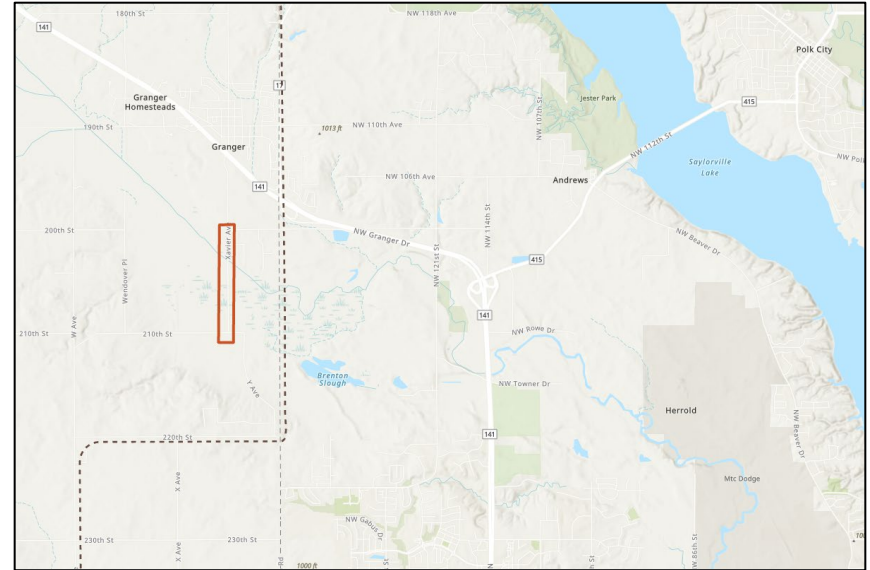
NW Transportation Study Request

- MPO staff approached by communities in NW part of metro to coordinate a multi-jurisdictional study of transportation options.
 - Examine roadway and trail corridors, particularly those crossing Brenton Slough
 - Examine connections to broader regional system



NW Transportation Study Request

- Next Steps
 - Present request to Policy Committee (November)
 - Work with communities to develop scope (December/January)
 - Presentation on planning project and amend into UPWP (February)



BUILD 2026 Grant Program

- BUILD 2026 NOFO will be released early November.
- Merit Criteria will be largely unchanged from last cycle.
- Approximately \$1.5 billion available for 2026
 - Considerably larger than BUILD 2025 Round 2

Staff Update

- Departure of Carl Saxon, Senior Planner
- Addition of Janet Slavick, Associate Planner

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