



DES MOINES AREA MPO

Transportation Technical Committee Meeting

February 5, 2026

APPROVAL OF AGENDA

February 5, 2026, Agenda



1. Call to Order
2. VOTE: Approval of Agenda
3. VOTE: Approval of Meeting Minutes
4. PRESENTATION: Electric Scooter Model Ordinance
5. REPORT and VOTE: Election of Officers
6. REPORT and VOTE: FFY 2026-2029 Transportation Improvement Program Amendment
7. REPORT: Freight Plan Update
8. REPORT: Brenton Slough Transportation Study
9. REPORT: Fiscal Year 2027 Unified Planning Work Program
10. REPORT: Legislative Update and DC List
11. REPORT: Funding Review Subcommittee Update
12. INFORMATIONAL ITEMS:
 - a. Upcoming Events
13. Other Non-Action Items of Interest to the Committee
14. Next Meeting Date: 9:30 a.m., March 5, 2026
15. Adjournment

APPROVAL OF MEETING MINUTES

ELECTION OF OFFICERS

Election of Officers

- Chair John Dostart in January called for nominations for committee officer positions. The following two representatives have been nominated for consideration:
 - Chair: Madeline Sturms, City of Pleasant Hill
 - Vice-Chair: John Larson, City of Urbandale
- Other nominations can be made from the floor.
- Officers assume responsibilities in March.

FFY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

FFY 2026-2029 TIP Amendment

Amendment: Add project to the TIP; Add federal funds to the project

Sponsor: Polk County Conservation Board

Project: Skunk River Bridge Project – Chichaqua Valley Trail

Federal Aid Amount: \$250,000

Total Cost: \$600,000

Type of Funding: TAP, FRT

Location: Chichaqua Valley Trail – Skunk River Bridge

Change: Add project to the TIP. Add \$468,000 of Federal Recreational Trails Program funding



FFY 2026-2029 TIP Amendment

Amendment: Change termini description

Sponsor: Norwalk

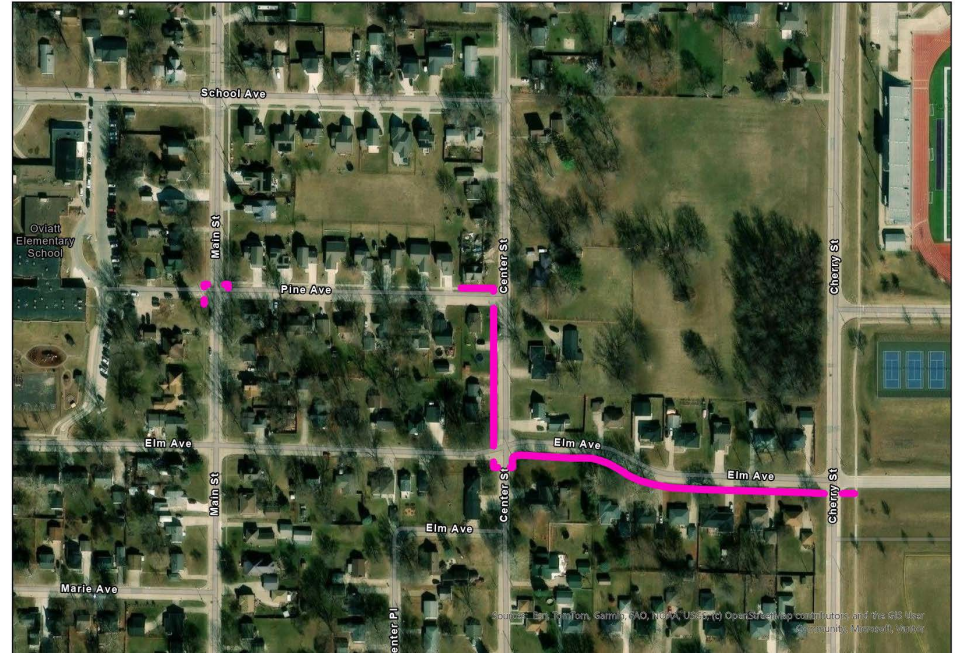
Project: Oviatt Elementary Sidewalk Gap Improvements

Federal Aid Amount: \$25,000

Total Cost: \$125,000

Type of Funding: TAP

Change: Change termini description: "In the City of Norwalk, install ramps at Pine/Main, sidewalk on Pine W of Pine & Center, S on Center, E on Elm to Cherry."



Norwalk Safe Routes to School Project - Elm Ave

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FREIGHT PLAN UPDATE

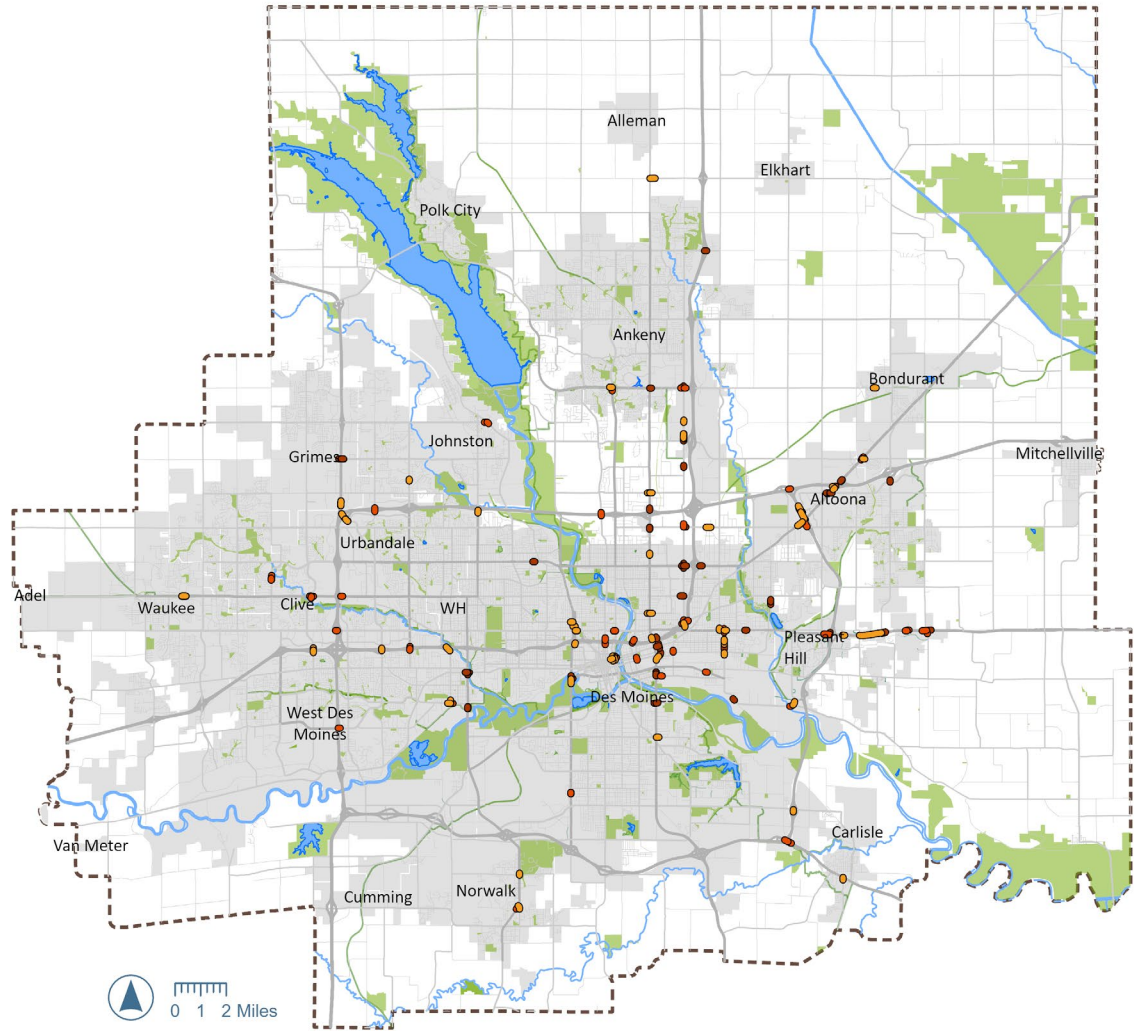
Freight Plan Update

Currently staff have:

- Sent out a follow-up email to industry stakeholders. The results from the survey will inform the trends chapter and the freight impediments map.
- Drafted the existing conditions chapter of the freight plan. This chapter includes the current freight systems and infrastructure.
- Created a heavy-truck high injury network. This will help inform the safety chapter of the freight plan and uses the same methodology from the CSAP. This tool will support decision-making and identify critical road segments.

High Injury Network for Heavy Trucks

-  Critical
-  High
-  Medium



Freight Plan Update

Next steps include:

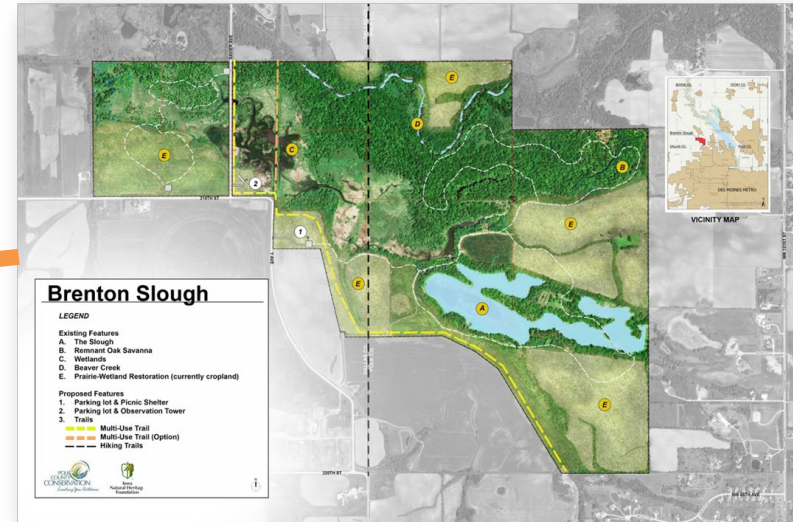
- Convene a freight steering committee.
- Finish the trends chapter.
- Start drafting the safety chapter.

BRENTON SLOUGH TRANSPORTATION STUDY

Brenton Slough Transportation Study

- MPO staff has been approached to coordinate a regional transportation initiative.
 - Connect trail system with northwest communities and through Brenton Slough.
 - Priorities identified:
 - Ecological integrity and preservation
 - Corridor connectivity and safety
 - Funding availability
 - Swift progression from study to design and build

Brenton Slough Transportation Study



Brenton Slough Transportation Study



- Tentative timeline
 - RFP release: February 20 via MPO website
 - Proposals due March 20 to MPO staff
 - Review, Interviews and Selection – April and May
 - Begin work Summer 2026
- Grimes, Polk County Conservation, Granger, Johnston, CIRTPA have collaborated on the project thus far.
 - Final selection committee will be comprised of final project funders, tentatively including:
 - Grimes: Jake Anderson and Alex Platzgraff
 - Polk County Conservation: Rich Leopold and Adam Fendrick
 - Granger: Kirk Bjorland

**FISCAL YEAR 2027
UNIFIED PLANNING WORK PROGRAM**

FY 2027 UPWP and Budget Development

- Describes the scope of work and budget for the period of July 1, 2026, through June 30, 2027.
 - Justifies the MPO's use of federal planning funds.
 - Communicates to member communities and the public the MPO's intended work.
 - Draft due April 1.
 - Final due June 1.

Anticipated additions to UPWP

- Staff anticipate some new activities for FY 2027:
 - Brenton Slough Transportation Plan
 - Vision Zero Studies and Roadway Audit Program
 - Implementation of any recommendations out of Funding Review Committee

What Else?

- Plans?
- Studies?
- Research?
- Data / Analysis?
- Technical Assistance?

LEGISLATIVE UPDATE AND DC LIST

State



Planning Bill

- [House File 2148](#): Would eliminate smart planning principles.

Bike Safety Bill

- [House Study Bill 637](#): Relating to nonvehicular personal transportation.

Property Tax Bills

- [SSB 3001](#): Senate Property Tax Bill.
- [SSB 3034/HSB 563](#): Governor's Property Tax Bill.
- [HSB 596](#): House Property Tax Bill.

Federal: Tracking Reauthorization



- Transportation Reauthorization Bill development is underway (current bill expires September 30, 2026).
 - House Transportation and Infrastructure Committee hopes to mark up bill early this year and pass this spring.
 - Senate Environment and Public Works Committee scheduled to release draft text and markup in early March.
 - CBO will release annual Budget and Economic Outlook on February 11, which sets budget baseline and Highway Trust Fund projections.

Federal: MPO priorities for reauthorization



- Optimize Planning (PL) Funds:
 - Increase funds.
 - Send directly to MPO's instead of routing through state DOT.
 - Reduce or eliminate local match.
 - Expand use to include project development in addition to operations.
- Increase Formula Funding:
 - Increase STBG funds.
 - Suballocate some current formula programs to locals via MPO (e.g. HSIP program).
- Preserve and Streamline Funding Opportunities:
 - Simplify grant requirements.
 - Reallocate many existing discretionary programs into formula programs made directly available to locals via MPO.
 - Maintain popular discretionary programs like BUILD and SS4A.

Federal: Annual DC List

- DMDC 2026, the annual trip to Washington DC organized by the Greater Des Moines Partnership, is June 3-5.
- 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, March 27.
- Materials can be submitted to golson@dmampo.org.

#	Sponsor	Project	Total Cost	Program	Request
1	Altoona	Adventureland Drive Reconstruction	\$12,700,000	Community Project Funding	\$5,600,000
2	Altoona	1st Ave. S	\$11,100,000	BUILD	\$11,100,000
3	Altoona, Bondurant	New East Polk County Interchange		Community Project Funding	
4	Bondurant	Land Acquisition and Phase I Construction for Grant Street South Realignment / Central District Stormwater Improvements	\$28,000,000	BUILD	\$25,000,000
5	Clive, Urbandale and Iowa DOT	Hickman Road Interchange at I-35/80	\$76,700,000	Various	
6	DART	New Operations and Maintenance Facility	\$111,000,000	FTA Bus and Bus Facilities	\$45,000,000
7	Des Moines	Safe Streets and Roads for All (SS4A) Implementation Grant	\$16,300,000	Safe Streets for All	\$13,000,000 (awarded; needs signed grant agreement)
8	Des Moines Polk County	NE 23rdStreet/Easton Blvd. Reconstruction	\$11,000,000	Community Project Funding	\$2,500,000
9	Des Moines Airport	New Terminal	\$500,000,000	Various	
10	Johnston Iowa DOT	Highway 141 / Towner Drive Interchange	\$31,855,000	BUILD	\$15,492,000
11	Polk City Polk County Conservation	Trail Connection -- Neal Smith to High Trestle	\$5,192,500	Community Project Funding	\$831,000
12	Urbandale	86th Street Pedestrian Bridge over I-35/80	\$4,500,000	Community Project Funding	\$3,500,00
13	Waukee	University Avenue Area Transportation Improvements	\$48,000,000	BUILD	\$25,000,000
14	West Des Moines	Ashworth Road Reconstruction and Reconfiguration	\$10,000,000	Various	
15	Windsor Heights	73rd Street Reconstruction	\$21,070,000	BUILD	\$14,214,000
16	Various / MPO	Safe Streets and Roads for All (SS4A) Implementation Grant	\$32,500,000	Safe Streets For All	\$25,000,000
17	Various	Future 435	\$3,000,000	NA	NA

FUNDING REVIEW SUBCOMMITTEE UPDATE

Recap of Discussions

- Committees in August agreed now was a good time for review and a one-year pause.
- FFY 2030 funds will be awarded in next cycle along with FFY 2031 funds.

Why now?

- Updated plans and tools:
 - *Mobilizing Tomorrow*
 - *Comprehensive Safety Action Plan*
 - *Economic Impact Study*
- U.S. DOT review of federal programs.
- Other examples of managing funding process.

Recap of Review Process

- Recent efforts:
 - Governance Assessment (2024)
 - MPO Strategic Framework (2025)
 - New Mission, Vision and Guiding Principles (2025)
 - Comprehensive Safety Action Plan (2025)
 - SS4A Grant Application (2025)
- Ongoing and monitoring:
 - Active Transportation Plan
 - Federal funding programs
- Seek out best practices
 - Other MPOs

Review Phases

Phase 1: Discovery

Fall & Winter

Phase 2: Scenarios

Spring

Phase 3: Buildout

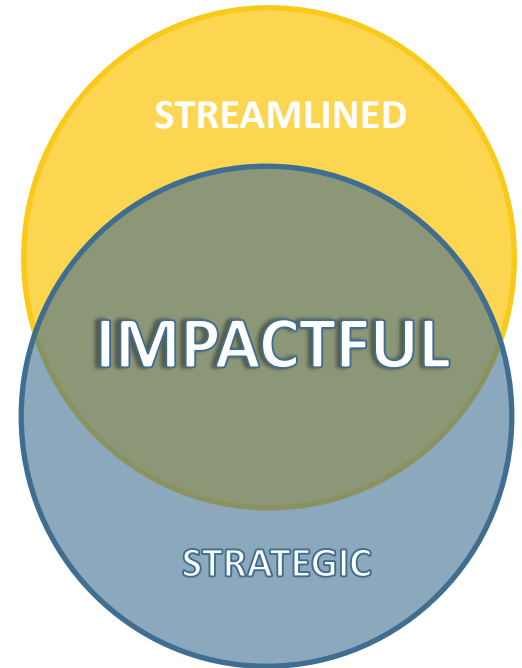
Summer

MPO Funding Review

Committee

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

- Meetings held October, November, and January
- Key areas of exploration:
 - Emphasis on safety
 - How to “spread the peanut butter”
 - Adding transparency to scoring process.
 - Local funding swap



DISCOVERY: Sorted best ideas for scenarios (not final!)

SCRAP PILE

- Member CIP review
- Intersections program
- Include members of public on Funding Subcommittee
- Requirements for funding eligibility
- Fund 80% of project costs
- Align funding cycle with LRTP

KEEPER PILE

- Online scoring tool
- More emphasis on safety
- Minimum safety score
- Local swap
- Vision Zero Funding Program

6. Please rate the following statements relating to the Funding Review process for STBG and STBG Set-Aside programs.

■ Strongly Agree
 ■ Agree
 ■ Disagree
 ■ Strongly Disagree
 ■ I don't know

The difficulty level of the completing the STBG application is appropriate.

The scoring process is transparent and easily understood.

The scoring accurately reflects how well projects advance regional goals.

Award decisions reflect a good balance between scoring and politics.

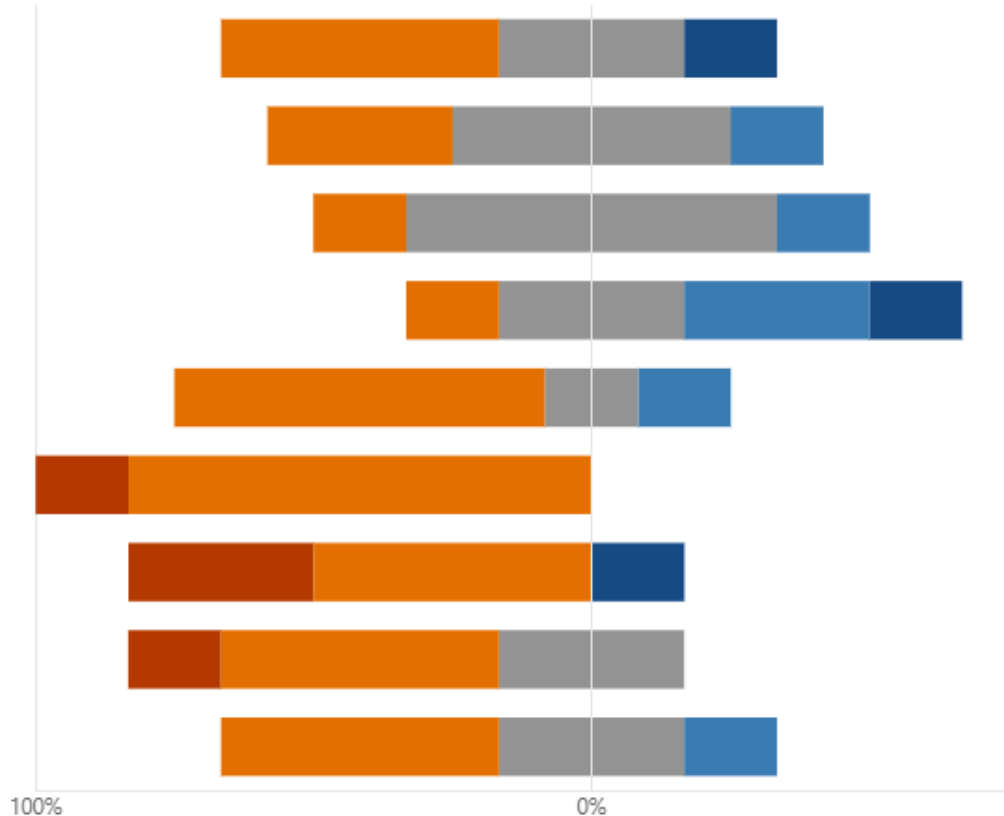
A Vision Zero program incorporating roadway safety audits and dedicated funding for countermeasures would be a valuable use of MPO funding.

Improving safety should be a "keystone priority" of MPO funding decisions.

A funding swap would meaningfully simplify project delivery and make MPO grant awards more desirable.

Grant awards are most useful as "early money" to leverage other funding sources.

Grant awards are most useful as "last money" to complete a funding package.



Level of MPO Investment and Safety Leadership

Catalyst

- Execute audits with SS4A grant
- Leave future audits to members
- Leave countermeasures to members

Foundation

- Execute audits beyond SS4A grant
- Leave countermeasures to members



Leader

- Execute audits beyond SS4A grant
- Fund a portion of countermeasures with match from members

Champion

- Execute audits beyond SS4A grant
- Fully fund countermeasures as a regional benefit

Summary of findings related to “local swap”

Benefits

Flexibility

- Freed from federal requirements, regional dollars could go to wide range of projects.
- Simplify the TIP.
- Projects can be deployed faster.
- Projects can be easier to deliver.

Make dollars go farther

- Reduced project costs by defederalizing.
- Leverage additional federal dollars.
- Regionally held local funds could generate interest to “grow the pie.”
- Regionally held local funds could also help cashflow projects receiving federal funds.

Considerations

Legal and Policy Review

- Legal review depending on the source of local dollars.
- Fiscal policies to ensure oversight of Member agreements may be needed.
- 28E Agreement may need updating.

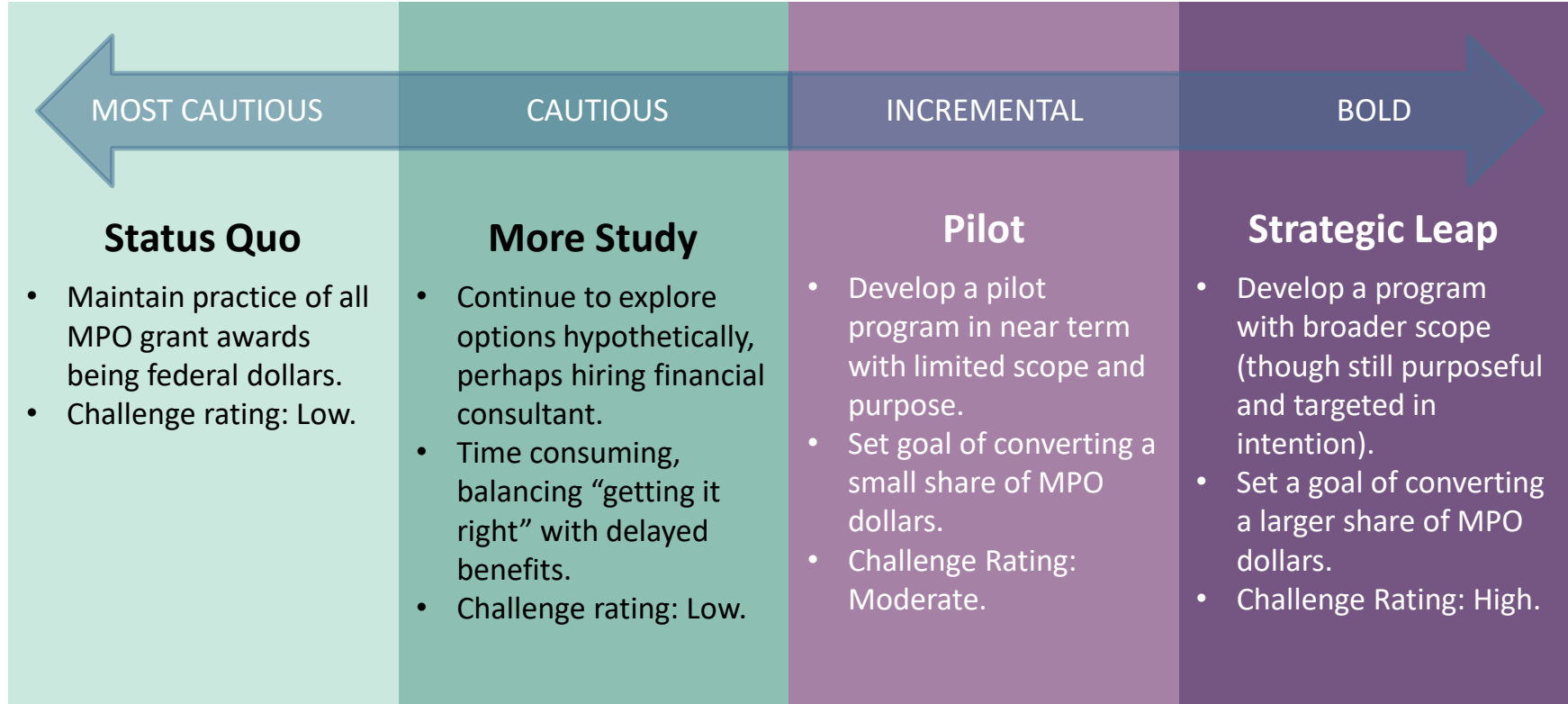
Fiscal Management

- Cash-flowing the swaps would require an initial capitalization of the fund.
- Additional accounting expertise may be required.

Request from Funding Review Subcommittee

- Test our assumption: Are local dollars that much more valuable than federal dollars?
 - Examples? Can you quantify?
- Ultimately, would the effort be worth the benefit if the MPO tried to convert some federal funds to a “regional pot” of local dollars?

Level of interest in regional pot of local dollars



OTHER ITEMS OF INTEREST

DEBRIEF: SS4A Partial Grant Award

FY25 Planning and Demonstration Grants

- 740 requests, requesting \$552 million
- 454 planning and demonstration grants totally \$296 million

FY25 Implementation Grants

- 515 applications for \$4.2 billion
- 67 implementation grants totaling \$686.5 million
- 15 implementation grants receiving partial awards totaling \$16.5 million

Overall	Recommended
Safety Need	Medium
Safety Impact	High
Implementation Cost	Medium
Engagement and Collaboration	High
Supplemental Planning	High
Project Readiness	Likely

DEBRIEF: SS4A Partial Grant Award

Solution Package 1



High-Impact Infrastructure

Nine impactful safety infrastructure projects identified as priorities and ready to navigate key pre-construction and construction milestones.

1	Oralabor Gateway Trail Underpass <i>Ankeny</i> Creates safe under-crossing for pedestrians/bicyclists of high-speed US 69	SS4A Request \$1.6M
2	86th Street Corridor Enhancements <i>Clive & Urbandale</i> Rectangular Rapid Flashing Beacons (RRFBs), Americans with Disabilities Act (ADA) ramps, high-visibility crosswalks	SS4A Request \$800K
3	SW 9th Street Roundabout <i>Des Moines</i> Safer crossings near MacRae Park and schools	SS4A Request \$2.4M
4	School IA-44 Roundabout <i>Grimes</i> Improves safety at Dallas Center-Grimes High School	SS4A Request \$2.4M
5	School Zone Pedestrian Crossings <i>Johnston</i> RRFBs, ADA ramps, high-visibility crosswalks	SS4A Request \$800K
6	Sunset Drive Safety Improvements <i>Norwalk</i> Realigns skewed intersections, fills sidewalk gaps	SS4A Request \$1.6M
7	Waukee Trail Underpasses & Connection <i>Waukee</i> Provides trail underpasses, trailhead, new link	SS4A Request \$2.4M
8	Ashworth Road Corridor Safety <i>West Des Moines</i> Adds turn lanes, RRFBs, pedestrian access	SS4A Request \$2.4M
9	73rd Street Sidewalk Improvements <i>Windsor Heights</i> Adds missing walkway under I-235	SS4A Request \$570K

SS4A Request Subtotal **\$14.97M**

Local Match **\$11.43M**

Key Takeaways

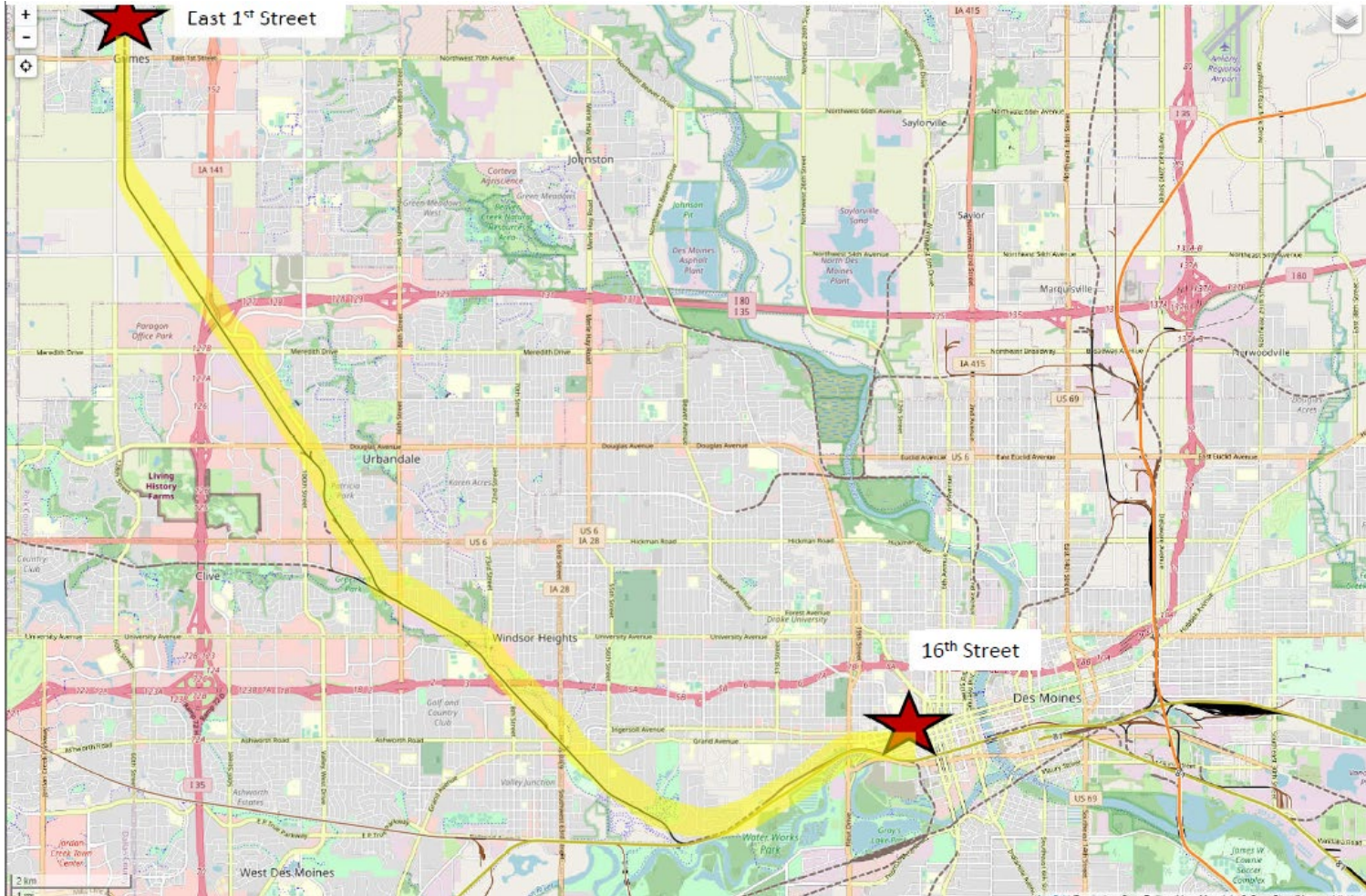
- Intentionally target \$10 million in award per application, no more.
- Program seemingly favors applications with fewer projects thematically linked.
- 2026 SS4A expected to be announced in the spring with about \$1 billion available.
- NOFO anticipated to be similar to 2025.

Suggested Next Steps

- Staff will work with member jurisdictions who participated in the Solution 1 Package to reassess the bundling of projects and sequencing of applications.

Grimes Line Abandonment

- Norfolk Southern on January 20 filed a proposed abandonment of the 12.2-mile Grimes Line with the Surface Transportation Board.
 - Iowa Interstate jointly filed to cease its lease and operations of the line.
 - Notifications were sent to adjacent jurisdictions.
- Process allows for public comment.
- Timeline of abandonment process is an open question.
 - Typically, the process can take several years.
 - However, there is speculation of a much faster timeline, possibly due to the potential merger between Norfolk Southern and Union Pacific.
- Given the obvious implications for the metropolitan area, next steps will include:
 - Monitoring the abandonment process.
 - Conversations among MPO members about their preferences and priorities for the corridor.



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