



DES MOINES AREA MPO

Transportation Technical Committee Meeting

March 5, 2026

APPROVAL OF AGENDA

March 5, 2026, Agenda

1. Call to Order
2. VOTE: Approval of Agenda
3. VOTE: Approval of Meeting Minutes
4. REPORT and VOTE: Draft Fiscal Year 2027 Unified Planning Work Program and Budget
5. REPORT and VOTE: FFY 2026-2029 Transportation Improvement Program Amendments
6. REPORT: FFY 2027-2030 Transportation Improvement Program Development
7. REPORT: Active Transportation Plan Update
8. REPORT: Legislative Update and DC List
9. REPORT: Funding Review Update
10. INFORMATIONAL ITEMS:
 - a. Upcoming Events
11. Other Non-Action Items of Interest to the Committee
12. Next Meeting Date: 9:30 a.m., April 2, 2026
13. Adjournment

APPROVAL OF MEETING MINUTES

FISCAL YEAR 2027 UNIFIED PLANNING WORK PROGRAM AND BUDGET

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 and communicates to member communities and the public the MPO's intended work.
 - Draft due April 1; final due June 1.
- New activities for FY 2027:
 - Brenton Slough Transportation Plan
 - Vision Zero Studies and Roadway Audit Program
 - Implementation of Funding Review Subcommittee recommendations
 - Grimes Line Abandonment
 - 28E and Bylaws Review

FFY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

FFY 2026-2029 TIP Amendment

Amendment: Increase federal aid

Sponsor: Iowa Department of Transportation

Project: I-35: SW I-35/80/235 Interchange in West Des Moines

Federal Aid Amount: \$93,909,250

Total Cost: \$115,825,000

Type of Funding: NHFP, NHPP, PRF, Mega Grant

Location: Southwest Mixmaster

Change: Increase federal NHPP funding by more than \$2 million



FFY 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM DEVELOPMENT

FFY 2027-2030 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 2026 programmed projects must have FHWA authorization to proceed by **September 30, 2026**.
- If not, a rollover to FFY 2027 is required.
- Staff will be sending out the TIP status reports in late March/early April.

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: Approved draft TIP is due to Iowa DOT
 - TIP Public Input Meeting
 - July: Final TIP review and submission to Iowa DOT

ACTIVE TRANSPORTATION PLAN UPDATE

Roundtables Kickoff

- Staff kicked off the Active Transportation and Trails Roundtables on Wednesday, February 11.
- 39 attendees!
- Upcoming meeting topics:
 - Trails: Trail user experience, trail signage, sharing trail data
 - Active Transportation (March 11): Walk audits, PLEXA draft e-bike/e-scooter ordinance



The Ask: Walk & Bike Audit Sites

- Staff are working with Active Transportation roundtable members to identify sites for future walk audits.
 - Please use the Walk Audit form to suggest locations within your jurisdiction, and to indicate interest in a future Walk Audit work group.
 - Please turn these in to Associate Planner Addison Williamson or email to awilliamson@dmampo.org.

LEGISLATIVE UPDATE AND DC LIST

State



SUDAS Bill

- [House File 2667](#): Would restructure SUDAS board.
- [Senate File 2394](#): Would restructure SUDAS board.

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
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

PHASE	DATE	TIME	POTENTIAL TOPICS
Discovery	October 16	2:45 p.m.	<ul style="list-style-type: none"> • Online Scoring Tool • Emphasis on Safety • How to Spread the Peanut Butter
Discovery	November 20	2:45 p.m.	<ul style="list-style-type: none"> • Local funding swap • Other best practices • Economic Impact Study (TBD, covered during buildout)
Discovery	December		<ul style="list-style-type: none"> • Possible Swap Presentation with NCTCOG • Develop Funding Swap Case Study
Discovery	January 22	2:45 p.m.	<ul style="list-style-type: none"> • Debrief on Funding Swap Case Study • Workshop draft scenarios • Advance preferred scenarios for refinement
Scenarios	February 19	2:45 p.m.	<ul style="list-style-type: none"> • Present refined scenarios for comments and feedback
Review draft scenarios with Policy (February 19) and TTC (March 5).			
Scenarios	March 12	2:45 p.m.	<ul style="list-style-type: none"> • Report back on committee feedback and comments. • Review and discuss any needed revisions.
Build out	April 16	2:45 p.m.	Staff presents draft schedule and application.
Staff presents draft schedule and application to Policy (April 16) and TTC (May 7)			
Build out	May 21	2:45 p.m.	

SNEAK PEAK: ONLINE SCORING TOOL



Goal 1

Transportation Infrastructure and Services are Well-managed and Optimized

Congestion

Transportation Disadvantage

Traffic Volume

What are the traffic counts on the segment where the project is located?

< 5,000

5,000 - 10,000

> 10,000

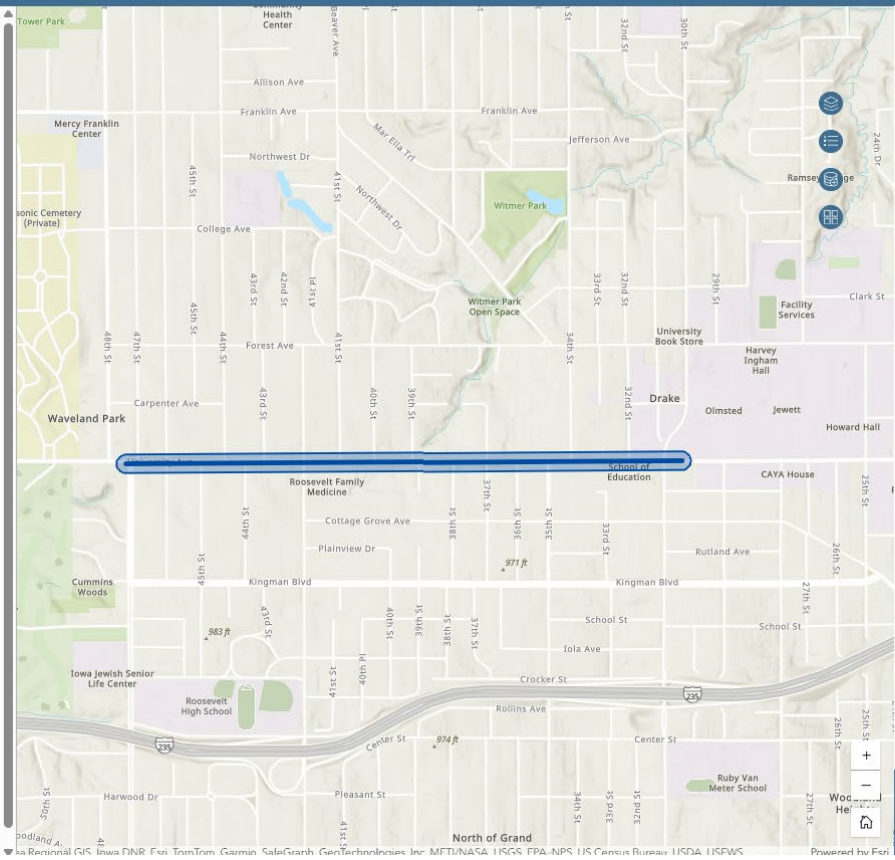
PM4 Score: 10

Digital Infrastructure

Goal 1 Subtotal: 30

Current Total: 75

Back Next



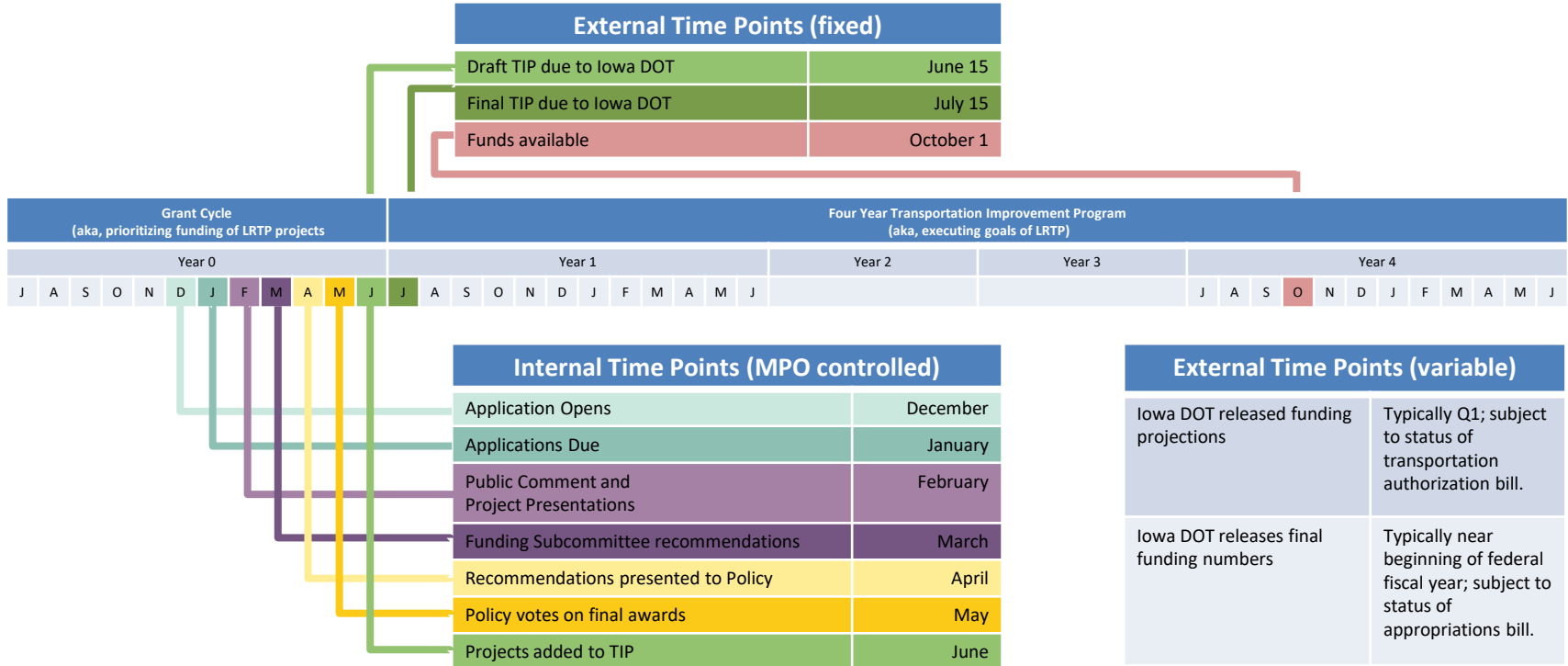
Project Analysis

- Roadway Descriptives
- Arterial Pavement (2023)
- Collector Pavement (2023)
- EJ_Areas_Updated
- Congestion (2024)
- High Risk Network
- High Injury Network
- .5 Mile School Buffer
- Employment Access

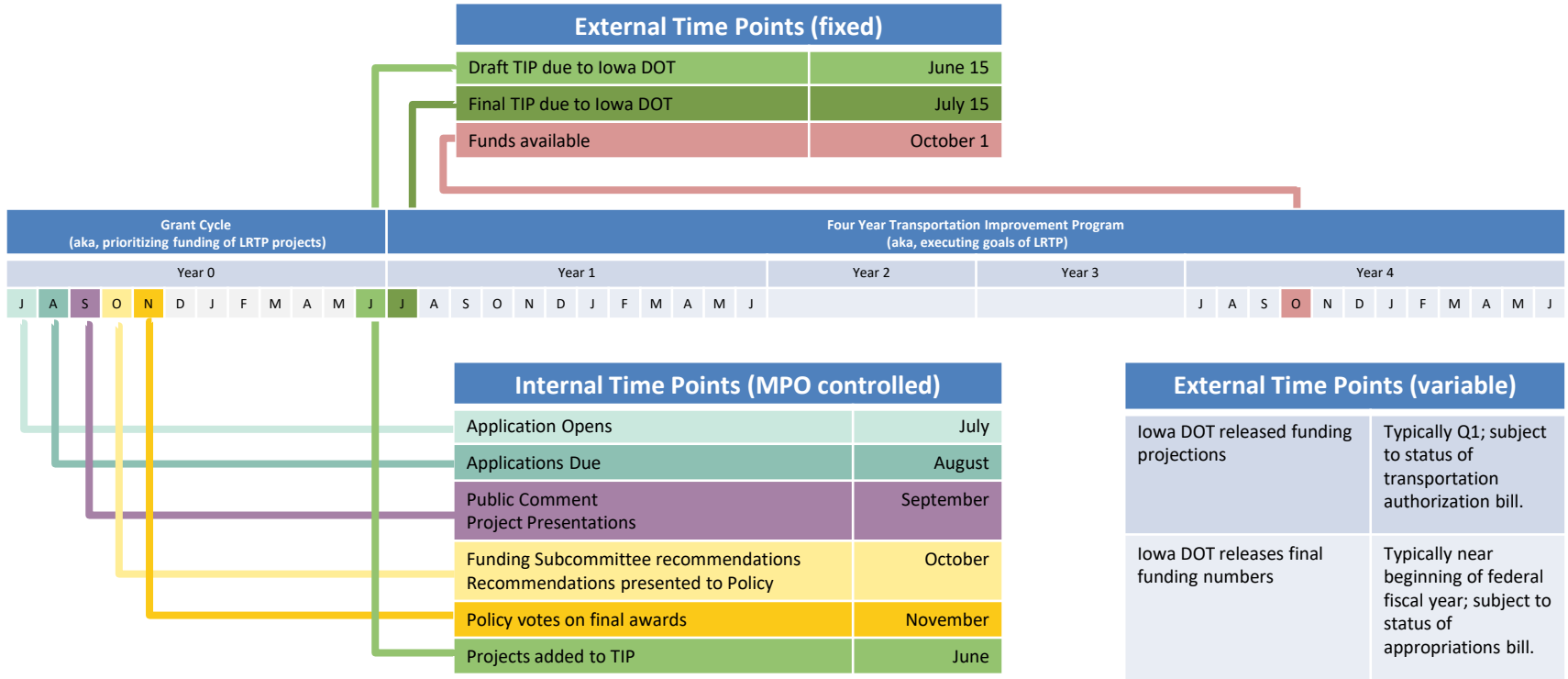
Project Application

FUNDING CYCLE: TWO OPTIONS

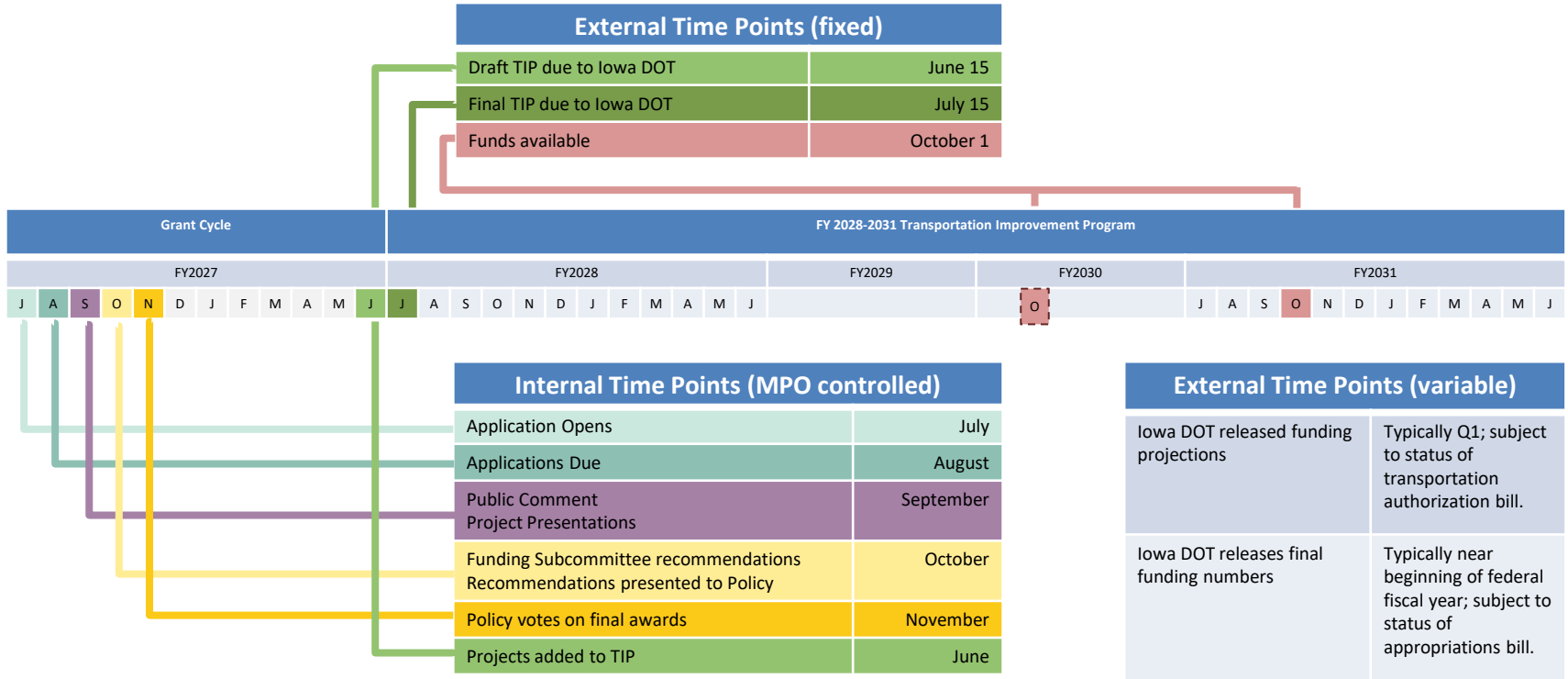
Timeline of STBG Grant Cycle: Existing (Annual)



Timeline of STBG Grant Cycle: Alternative 1 (Annual)



Alternative 1 applied to next cycle



Variable 1

WEIGHT OF SAFETY SCORING

Reoccurring theme: Safety as a key regional priority



- Governance Assessment (2024)
 - Commentor suggested a regional traffic safety program.
- MPO Strategic Framework (2025)
 - Included safety among the “wildly important ideas” under Purpose-Driven Innovation.
- New Mission, Vision and Guiding Principles (2025)
 - Calls for concerted organizational focus on safety.
- Comprehensive Safety Action Plan (2025)
 - Adopted goal of zero fatalities or serious injuries by 2045.
- SS4A Grant Application (2025)
 - Developed a blueprint for creating a regional traffic safety program.
- Active Transportation Plan (ongoing)
 - Safety continues to be a reoccurring theme during engagement exercises with the public and member communities.

Figure E2: STBG Project Evaluation Criteria & Possible Points

ANNUAL STBG FUNDING EVALUATION CRITERIA		POINTS
Base Score by Application Category		45
Letter Grade Category		15
Local Infrastructure/Investment Category		45
System Operations Category		10
Area	EVALUATION CRITERIA	SCORE
Transportation Infrastructure and Services are Well-Managed and Optimized		
1	Project addresses government condition	10
	a. Facilities in Good or Good Condition	6
	b. Facilities in Fair Condition	2
2	Project is on a corridor with existing congestion (Peak-Based Section)	10
	a. Open Area of 2.0	5
	b. Open Area of 4.0	5
3	Project location is overlaid on the MPO's environmental justice area map, if any part of the project is located on an area with congestion, project receives listed points.	10
	a. Number of Areas equal to 0.0	0
	b. Number of Areas equal to 1.0	10
4	Project scores points on PMM 1, 2, 3, or 5 and is on an roadway with high traffic volumes	10
	a. Less than 1,000 ADAP	0
	b. More than 1,000 ADAP	10
5	Project includes digital infrastructure elements that serve a transportation or mobility-related function	10
	a. More than 20,000 ADAP	10
	b. Less than 20,000 ADAP	0
Enhance Multimodal Transportation Options		
6	Project scores points on PMM 8, 9, 10, or 11 and is located on an existing or planned transit route	5
7	Project includes an addition to or improvement of the bicycle network	5
8	Project improves pedestrian access and facilities	10
	a. Number of Areas equal to 0.0	0
	b. Number of Areas equal to 1.0	10
Improve the Region's Environment/Health		
9	Project increases the number of street tree plantings	5
10	Project is using permeable paving, vegetation or other green streets toobtain to manage 1.5 inches of the average rainfall	5
Improve the Quality, Safety, and Reliability of All Modes in the Region		
11	Project is located on a high-crash corridor and the project incorporates traffic calming and proven countermeasures	15
	a. Crashes with Major Injuries	5
	b. Crashes involving a Fatality	10
12	Project scores points on PMM 7, 8, or 9 and is located on a road with multimodal access to residences (bike, foot, medical facilities, and parks)	5
	a. Crashes with Major Injuries	5
	b. Crashes involving a Fatality	10
13	Project scores points on PMM 7, 8, or 9 and is within 1/2 mile radius of a school	5
TOTAL POSSIBLE POINTS		100

10

Project receives 1 point for each of the following:

Question 34: Travel Lane is 11 ft or less

Question 38: Posted Speed is 35 mph or less

Question 52: Curb radius is 20 ft or less

Question 58: Sidewalk width is greater than 5 ft

Question 60: Increases number of pedestrian benches

Question 65: Project includes a crosswalk

Question 66: Project includes a pedestrian refuge on crosswalk

Question 72: Project increases number of on-street parking spaces

Question 83: Project includes pedestrian signals

Question 93: Project includes traffic calming measures

- Safety accounts for 23/100 points in current scoring sheet.
- No minimum safety score.

Project is located on a high-crash corridor and the project incorporates traffic calming and proven countermeasures.

11

a. Crashes with Major Injuries

b. Crashes involving a Fatality

c. Crashes with both Major Injury and Fatalities

15

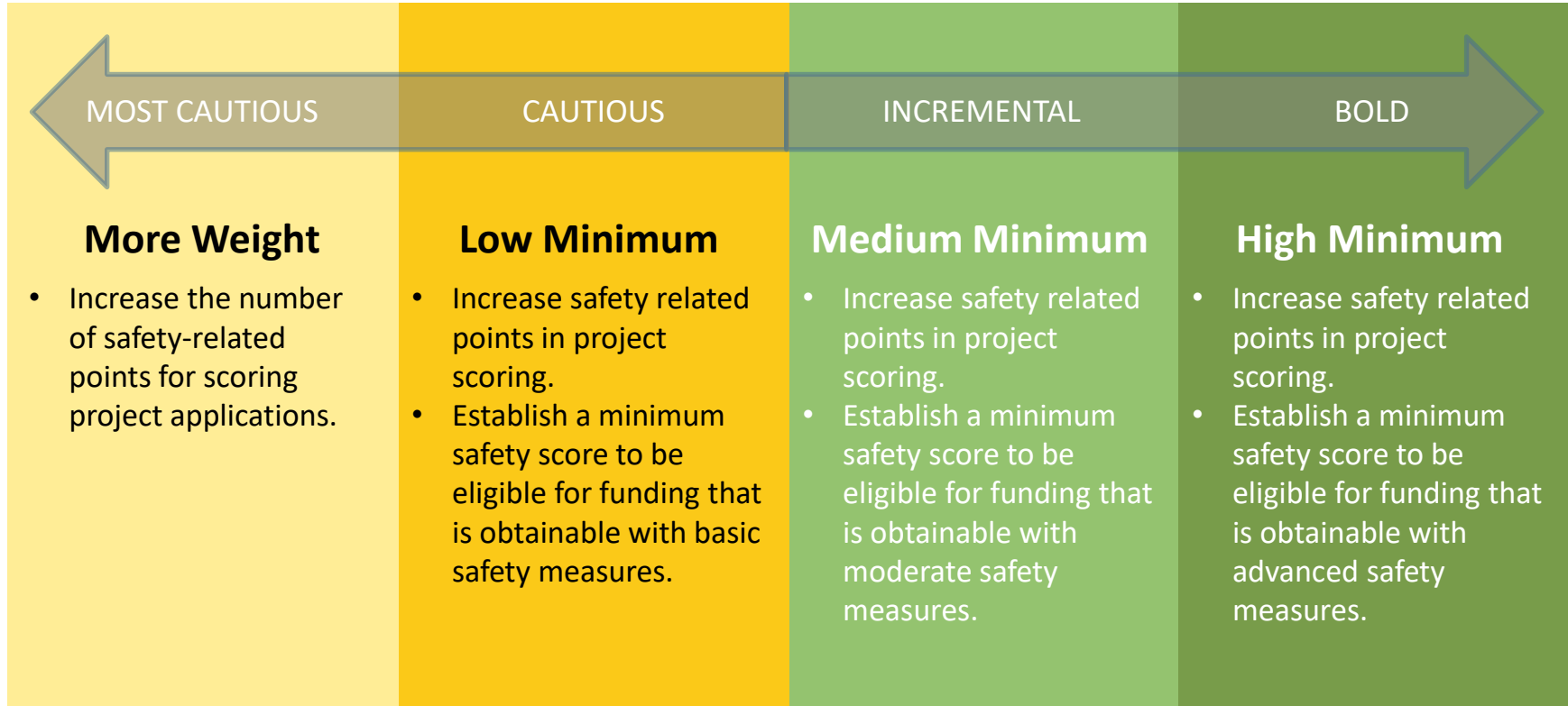
5

10

15

Project location is overlaid on the MPO's crash location map. If project is adjacent to any crashes, and scores points on Question 38 and 93, project receives listed points.

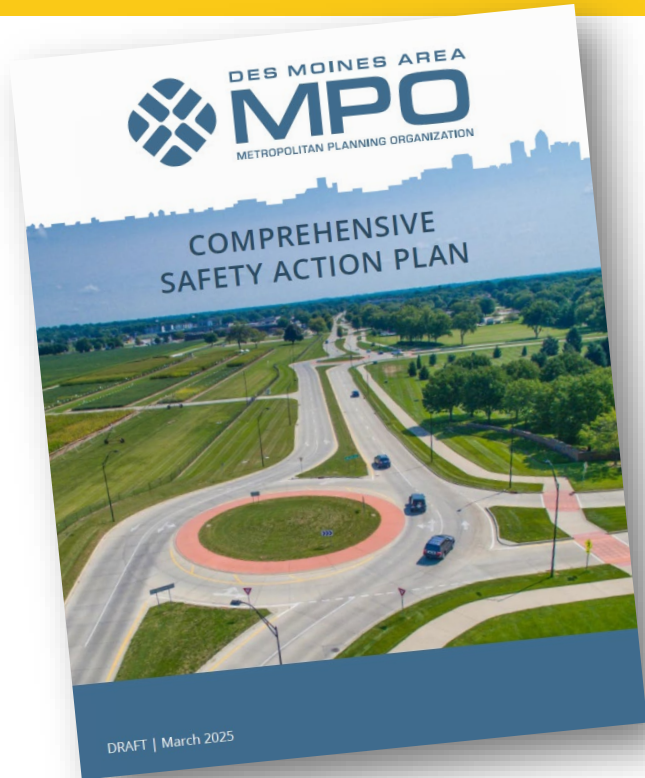
Variable 1: Weight of Safety Scoring





Variable 2

EXTENT OF VISION ZERO PROGRAM

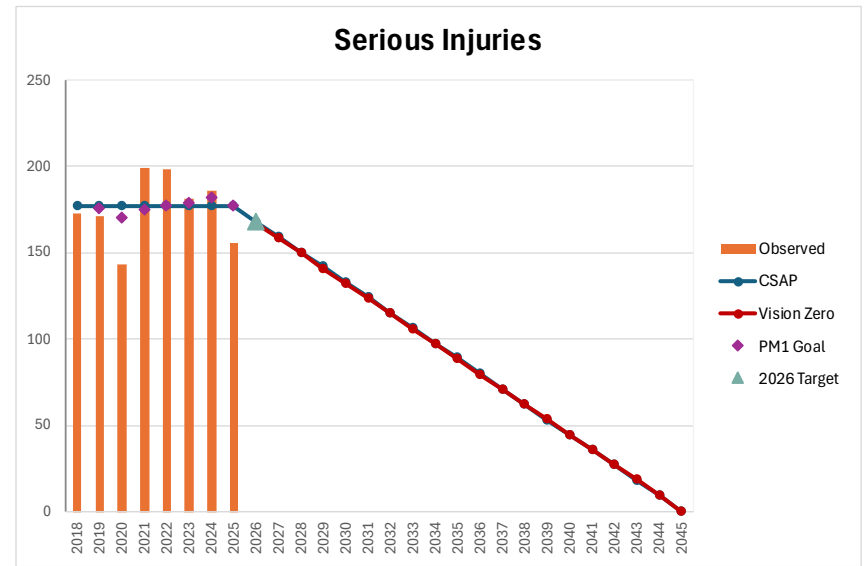
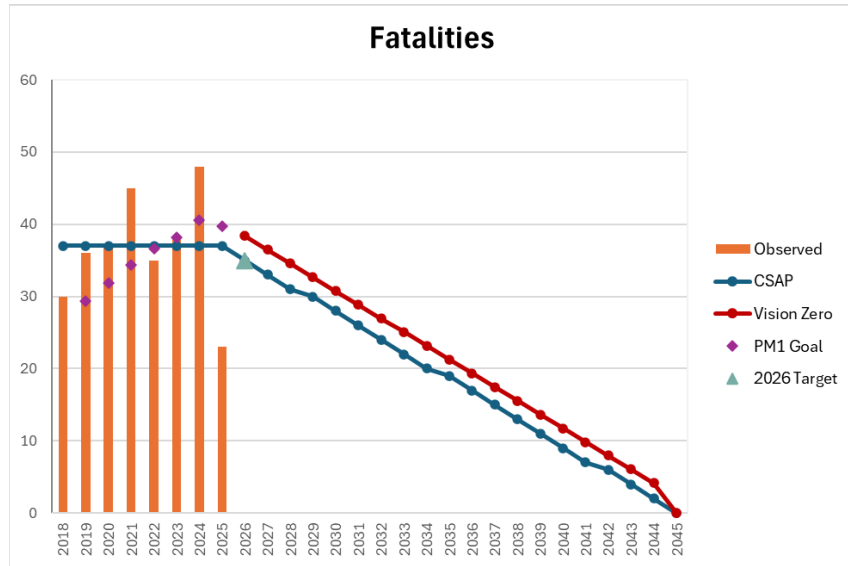
Comprehensive Safety Action Plan



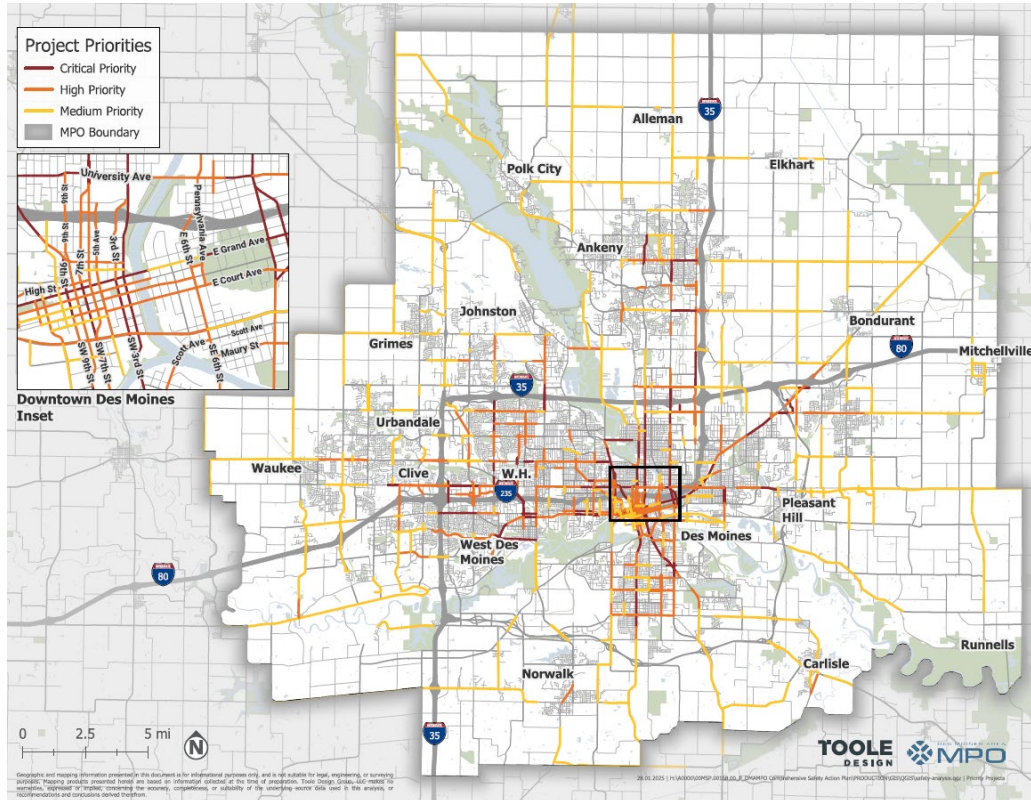
RESOLUTION FY2025 - 34	
<p>WHEREAS, the Des Moines Area Metropolitan Planning Organization is established under Chapter 28E of the Code of Iowa;</p> <p>WHEREAS, the Des Moines Area Metropolitan Planning Organization is the designated metropolitan planning organization for the Des Moines metropolitan area;</p> <p>WHEREAS, the Des Moines Area Metropolitan Planning Organization (MPO) received funding through the federal Safe Streets and Roads for All (SSAA) program and is completing a Comprehensive Safety Action Plan (CSAP) for the region's transportation network;</p> <p>WHEREAS, adoption of a CSAP is a prerequisite for seeking additional federal funding for infrastructure safety projects through the SSAA program;</p> <p>WHEREAS, the CSAP was developed consistent with the U.S. Department of Transportation's Safe System Approach, which creates a positive, proactive roadway safety culture;</p> <p>WHEREAS, between 2018- 2022, there were 939 crashes in the Des Moines metropolitan area resulting in a fatality or serious injury, averaging 213 fatal and serious injury crashes per year. These tragic outcomes impact individuals, families, friends and acquaintances across the MPO region. Traffic crashes are among the leading causes of deaths in the United States;</p> <p>WHEREAS, the health, safety, and wellbeing of all persons living and traveling within the MPO region are our utmost priority, and no one should be killed or seriously injured while traveling in the region;</p> <p>WHEREAS, the Des Moines Area Metropolitan Planning Organization recognizes that transportation safety is a shared responsibility, including all roadway authorities and member communities, and requires a holistic approach to eliminate fatalities and serious injuries in the MPO region;</p> <p>WHEREAS, improving safety for all roadway users requires coordinated projects, strategies, and initiatives of stakeholders and community support of safety objectives and action plans that are guided by community input;</p>	<p>WHEREAS, MPO member governments and their residents have participated in the development of the CSAP to inform the resulting projects and priorities;</p> <p>and</p> <p>WHEREAS, the MPO and its member communities intend to advance the priority projects and initiatives recommended in the CSAP to reduce and ultimately eliminate traffic-related deaths and serious injuries;</p> <p>NOW, THEREFORE, BE IT RESOLVED, by the Des Moines Area Metropolitan Planning Organization, as follows:</p> <p>The Des Moines Area Metropolitan Planning Organization commits to a target goal of reducing traffic-related deaths and serious injuries to zero by the year 2045.</p> <p>Done on the 23rd day of January 2025.</p> <p> Mark Holm, Chair Des Moines Area Metropolitan Planning Organization Chair</p> <p></p>

- Vision Zero Goal adopted January 2025 by MPO Policy Committee: Zero deaths and serious injuries by 2045.
- Full Comprehensive Safety Action Plan adopted March 2025.

Trendlines to Zero



Project Prioritization



A map of project priorities for the MPO area.

Factor	Weight
High Injury Network	35%
High Risk Network	30%
Schools, Parks, Transit Stops	15%
Environmental Justice Degrees of Disadvantage	10%
Capital Improvement Program Projects	10%

The methodology for prioritizing projects.

Projects Breakdown

Severity	Corridors
Critical	34
High	155
Medium	151
Total	340

Length	Mileage
Min	0.05
Max	9.06
Average	1.5

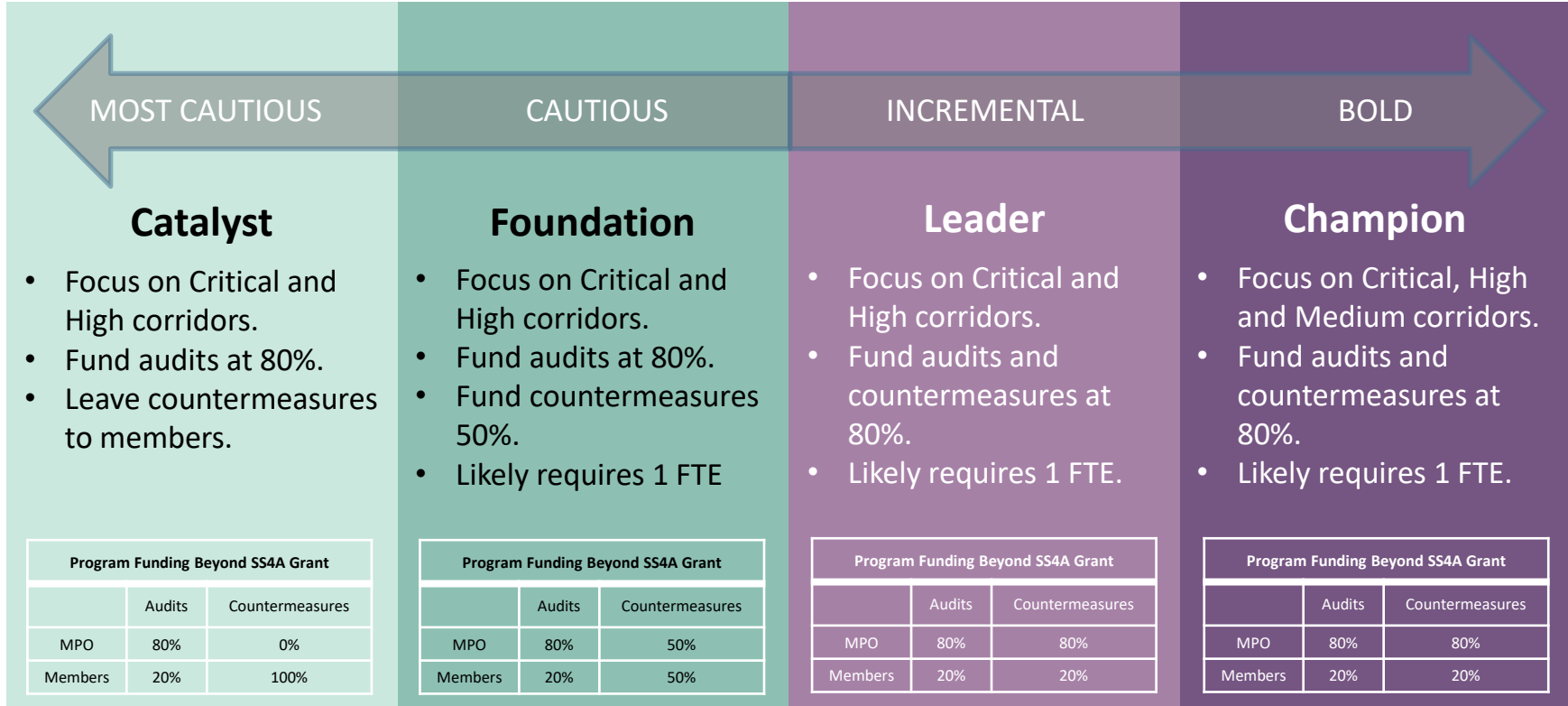
Member	(includes shared projects)			
	Total	Critical	High	Medium
Altoona	11	2	4	5
Ankeny	29	1	10	18
Bondurant	4	0	1	3
Carlisle	8	0	0	8
Clive	15	0	9	6
Dallas Co	10	0	0	10
Des Moines	149	31	106	12
Grimes	10	0	0	10
Johnston	13	0	6	7
Madison Co	1	0	0	1
Mitchellville	4	0	0	4
Norwalk	4	0	1	3
Pleasant Hill	13	0	1	12
Polk City	3	0	0	3
Polk Co	54	1	4	49
Urbandale	25	0	14	11
Warren Co	10	0	0	10
Waukee	11	0	1	10
West Des Moines	33	2	16	15
Windsor Heights	4	1	3	0

Cost projections over 20-year period*

Severity	Corridors	Audits at \$100K each	Countermeasures at \$200K each	Total	Cost per Year over 20 years (Audits only)	Cost per year over 20 years (Countermeasures only)	Cost Per year Over 20 Years (Combined)
Critical	34	\$3,400,000	\$6,800,000	\$10,200,000	\$170,000	\$340,000	\$510,000
High	155	\$15,500,000	\$31,000,000	\$46,500,000	\$775,000	\$1,550,000	\$2,325,000
Medium	151	\$15,100,000	\$30,200,000	\$45,300,000	\$755,000	\$1,510,000	\$2,265,000
Totals	340	\$34,000,000	\$68,000,000	\$102,000,000	\$1,700,000	\$3,400,000	\$5,100,000

* Important to note that these projections are based on rough estimates for audits and countermeasures and are provided for the purpose of estimating potential funding targets. Actual costs will vary based on length of corridor and countermeasure needs. Inflation not calculated.

Variable 2: Vision Zero Program (beyond SS4A funding)



Annual cost allocation of program scenarios

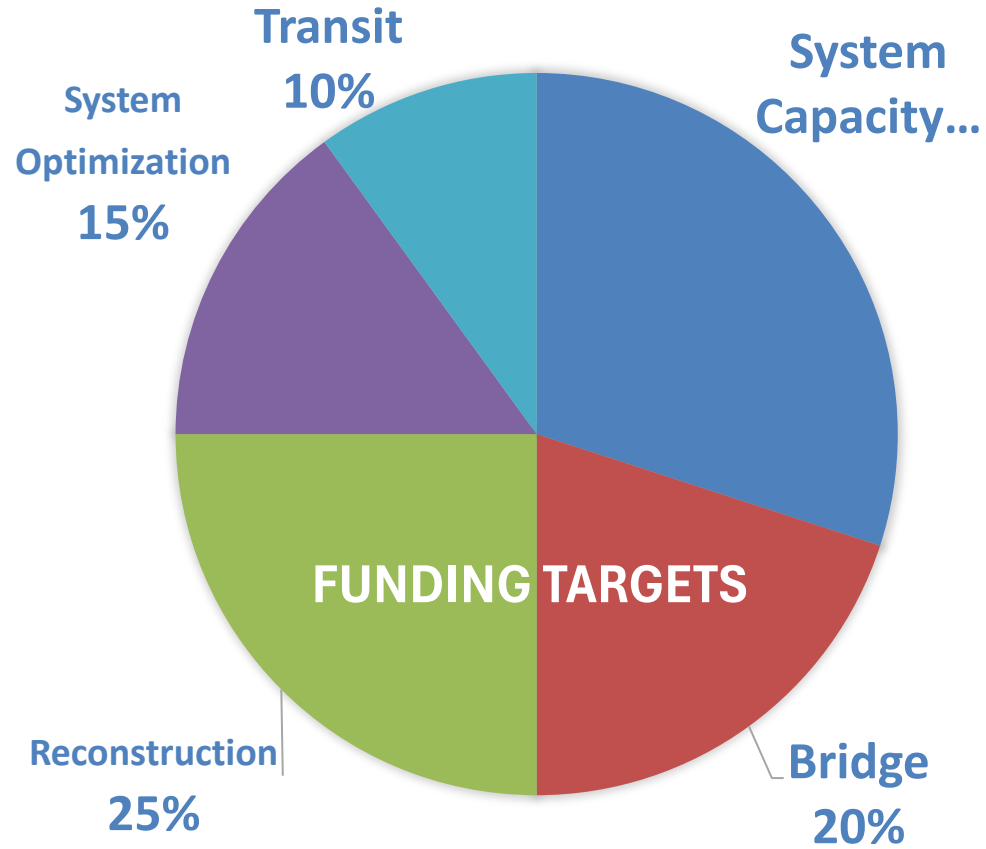
		Catalyst			Foundation			Leader			Champion		
		Audits	Counter-measures	Totals	Audits	Counter-measures	Totals	Audits	Counter-measures	Totals	Audits	Counter-measures	Totals
		MPO 80% Members 20%	MPO 0% Members 100%		MPO 80% Members 20%	MPO 50% Members 50%		MPO 80% Members 20%	MPO 80% Members 20		MPO 80% Members 20	MPO 80% Members 20	
MPO	Member	\$756,000	\$0	\$756,000	\$756,000	\$945,000	\$1,701,000	\$756,000	\$1,512,000	\$2,268,000	\$1,360,000	\$2,720,000	\$4,080,000
		\$189,000	\$1,890,000	\$2,079,000	\$189,000	\$945,000	\$1,134,000	\$189,000	\$378,000	\$567,000	\$340,000	\$680,000	\$1,020,000

Variable 3

LEVEL OF INVESTMENT IN VISION ZERO PROGRAM (FUNDING TARGETS)

L RTP Projected Funding and Local Balance

Funding Category	2025-2029	2030-2034
Federal Funds by Category (30% of Funding)		
STBG Funds	\$80.8	\$90.6
System Capacity (30% of STBG)	\$24.2	\$27.2
Bridge (20% of STBG)	\$16.2	\$18.1
Reconstruction (25% of STBG)	\$20.2	\$22.6
System Optimization (15% of STBG)	\$12.1	\$13.6
Transit (10% of STBG)	\$8.1	\$9.1
STBG Set-Aside Funds	\$8.1	\$9.1
Carbon Reduction Funds	\$5.7	\$9.0
Total Federal Funds	\$94.6	\$108.6
Local Match Funds by Category (7% of Funding)		
STBG Matching Funds	\$188.5	\$211.3
System Capacity	\$56.5	\$63.4
Bridge	\$37.7	\$42.3
Reconstruction	\$47.1	\$52.8
System Optimization	\$28.3	\$31.7
Transit	\$18.8	\$21.1
STBG Set-Aside Matching Funds	\$12.2	\$13.6
Carbon Reduction Funds	\$8.5	\$13.4
Total Matching Funds	\$200.6	\$224.9
Total Funding Available by Category (100% of Funding)		
STBG Total Revenue	\$269.2	\$301.9
System Capacity	\$80.8	\$90.6
Bridge	\$53.8	\$60.4
Reconstruction	\$67.3	\$75.5
System Optimization	\$40.4	\$45.3
Transit	\$26.9	\$30.2
STBG Set-Aside Total Revenue	\$20.3	\$22.6
Carbon Reduction Funds	\$14.2	\$22.4
Total Revenue Available	\$295.2	\$333.5



Variable 3: Level of Investment

← MOST CAUTIOUS	CAUTIOUS	INCREMENTAL	BOLD →
<p>Limited</p> <ul style="list-style-type: none">• Maintain existing funding targets.• Fund safety projects out of existing categories.	<p>Dedicated</p> <ul style="list-style-type: none">• 10% Safety Target.• Pulls 5 percentage points each from System Capacity and Reconstruction.• Maintain other targets.	<p>Committed</p> <ul style="list-style-type: none">• 15% Safety Target.• Pulls 10 percentage points from System Capacity and 5 percentage points from Reconstruction.• Maintain other targets.	<p>Pillar</p> <ul style="list-style-type: none">• 25% Safety Target.• Pulls 10 percentage points from System Capacity, and 5 percentage points each from Bridge, Reconstruction, and System Optimization.• Maintain Transit Target.

Funding Targets by Scenario

	Limited		Dedicated		Committed		Pillar	
	No Carveout (Current)		Small Carveout		Medium Carveout		Large Carveout	
	Target %	Annual \$	Target %	Annual \$	Target %	Annual \$	Target %	Annual \$
System Capacity	30%	\$5,608,500	25% ↓	\$4,673,750	20% ↓	\$3,739,000	20% ↓	\$3,739,000
Bridge	20%	\$3,739,000	20%	\$3,739,000	20%	\$3,739,000	15% ↓	\$2,804,250
Reconstruction	25%	\$4,673,750	20% ↓	\$3,739,000	20% ↓	\$3,739,000	20% ↓	\$3,739,000
System Optimization	15%	\$2,804,250	15%	\$2,804,250	15%	\$2,804,250	10% ↓	\$1,869,500
Transit	10%	\$1,869,500	10%	\$1,869,500	10%	\$1,869,500	10%	\$1,869,500
Safety	NA	\$0	10% ↑	\$1,869,500	15% ↑	\$2,804,250	25% ↑	\$4,673,750

Target Scenarios Applied to Vision Zero Program

	Catalyst	Foundation	Leader	Champion
Vision Zero Program	Annual MPO Commitment: \$756,000	Annual MPO Commitment: \$1,701,000	Annual MPO Commitment: \$2,268,000	Annual MPO Commitment: \$4,080,000
Safety Funding Target	Annual carveout: \$0	Annual carveout: \$1,869,500	Annual carveout: \$2,804,250	Annual carveout: \$4,673,750
	<ul style="list-style-type: none">Vision Zero Program funded out of existing target categories.	<ul style="list-style-type: none">Pays for "Foundation" Vision Zero Program with \$168,500 surplus.	<ul style="list-style-type: none">Pays for "Leader" Vision Zero Program with \$536,250 annual surplus	<ul style="list-style-type: none">Pays for "Champion" Vision Zero Program with \$593,750 annual surplus.

Target Scenarios Applied to Vision Zero Program



Variable 4

LEVEL OF INTEREST IN LOCAL SWAP PROGRAM

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.

Finance Committee Feedback

Finance Committee discussed local swap at its January meeting and said the concept had a lot of merit.

- It's a slog to go through federal processes.
- If a community more than \$1 million in federal funds (usually a transportation grant) they have to go through a single federal audit (which is a pain).

Unlikely Sources of Local Dollars

- Bonds with tie to the underlying projects
- Road Use Tax Fund with rule it has to benefit roads in city.
- Local Option Sales Tax because it's tied to certain projects.

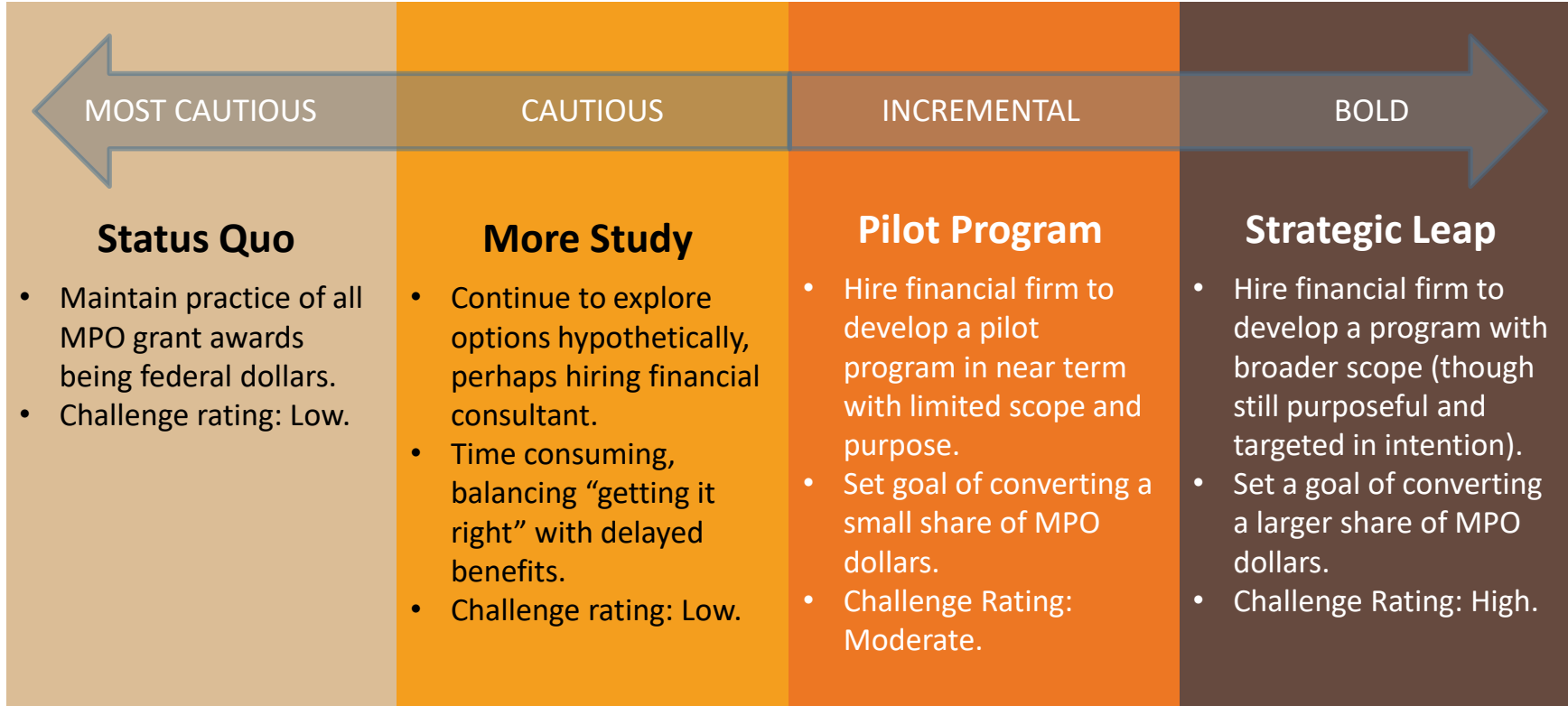
More Likely Sources of Local Dollars

- Property tax (general fund revenue for public purpose).
- Hotel/motel fees in which half of revenue is unrestricted.

Other MPOs approaching this question

- Staff learned that MPO of Columbus, Ohio, is also working to create a local funding swap program.
 - Taking counsel from Dallas MPO
 - Hiring PFM, a large firm that helps local governments with financial issues, to help set up their program.
- Still gathering more information on cost, scope, etc.

Variable 4: Local Swap



SCENARIOS

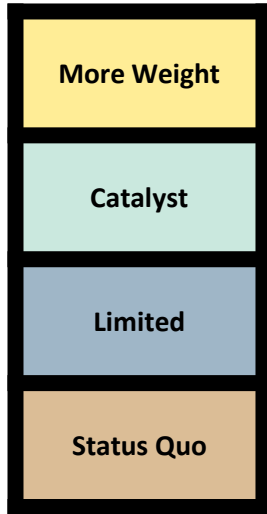
Matrix of Scenarios



Safety Score	More Weight	Low Minimum	Medium Minimum	High Minimum
Vision Zero Program	Catalyst	Foundation	Leader	Champion
Funding Targets	Limited	Dedicated	Committed	Pillar
Local Swap	Status Quo	More Study	Pilot Program	Strategic Leap

Scenario 1: Safety Refresh

Safety Score	More Weight	Low Minimum	Medium Minimum	High Minimum
Vision Zero Program	Catalyst	Foundation	Leader	Champion
Funding Targets	Limited	Dedicated	Committed	Pillar
Local Swap	Status Quo	More Study	Pilot Program	Strategic Leap

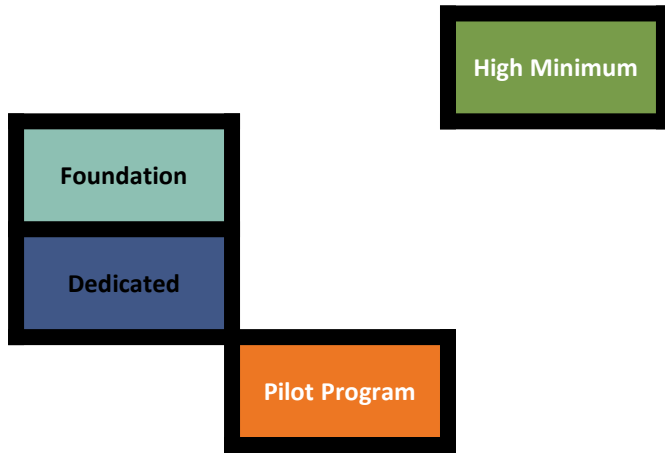


Scenario 1: Safety Refresh

- Increase weight of safety scores without setting minimum score.
- MPO funds audits only while local jurisdictions responsible for low-cost safety countermeasures.
- No new funding target
- Audits and safety countermeasures funded through other categories of targets.
- Set aside the idea of local swap.

Scenario 2: Safety Push

	More Weight	Low Minimum	Medium Minimum	High Minimum
Safety Score	More Weight	Low Minimum	Medium Minimum	High Minimum
Vision Zero Program	Catalyst	Foundation	Leader	Champion
Funding Targets	Limited	Dedicated	Committed	Pillar
Local Swap	Status Quo	More Study	Pilot Program	Strategic Leap



Scenario 2: Safety Push

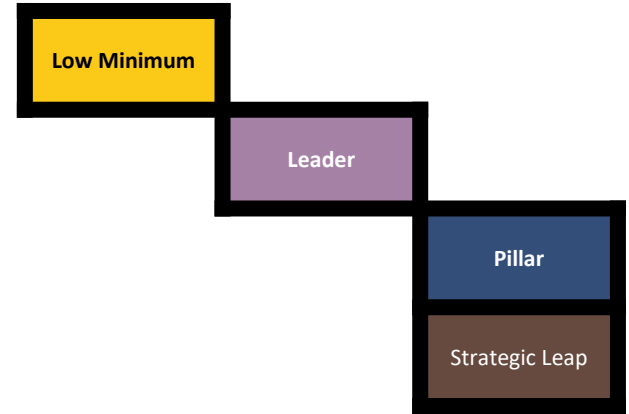
- Utilizing scoring to push safety with more weight on safety scores and a high minimum requirement.
- MPO funds audits at 80% and safety countermeasures at 50%.
- New Safety category among funding targets (10%).
- Larger safety projects could be funded through other categories.
- Explore local swap for Vision Zero Program.

Scenario 3: Safety as a Strategic Pillar

	More Weight	Low Minimum	Medium Minimum	High Minimum
Safety Score	More Weight	Low Minimum	Medium Minimum	High Minimum
Vision Zero Program	Catalyst	Foundation	Leader	Champion
Funding Targets	Limited	Dedicated	Committed	Pillar
Local Swap	Status Quo	More Study	Pilot Program	Strategic Leap

Scenario 3: Safety as Strategic Pillar

- Increase weight of safety scores and set minimum score.
- MPO funds audits 80% of audits and countermeasures.
- Safety carveout fully funds Vision Zero Program with flexibility and capacity to fund higher cost safety projects.
- Pursue local swap program targeting Vision Zero Program and TAP for local dollars.



DISCUSSION

OTHER ITEMS OF INTEREST

March 5, 2026, Agenda

1. Call to Order
2. VOTE: Approval of Agenda
3. VOTE: Approval of Meeting Minutes
4. REPORT and VOTE: Draft Fiscal Year 2027 Unified Planning Work Program and Budget
5. REPORT and VOTE: FFY 2026-2029 Transportation Improvement Program Amendments
6. REPORT: FFY 2027-2030 Transportation Improvement Program Development
7. REPORT: Active Transportation Plan Update
8. REPORT: Legislative Update and DC List
9. REPORT: Funding Review Update
10. INFORMATIONAL ITEMS:
 - a. Upcoming Events
11. Other Non-Action Items of Interest to the Committee
12. Next Meeting Date: 9:30 a.m., April 2, 2026
13. Adjournment