

COUNCIL COMMUNICATION

	Number:	26-266	Meeting:	August 3, 2026
	Agenda Item:	10	Roll Call:	
	Submitted by:	Steven L. Naber, P.E., City Engineer		

AGENDA HEADING:

Authorizing submittal of Federal Surface Transportation Block Grant (STBG) Program and Surface Transportation Block Grant Set-Aside Program Fiscal Years (FY) 2030 and 2031 applications to the Des Moines Area Metropolitan Planning Organization (MPO).

SYNOPSIS:

The MPO is currently soliciting project applications for STBG and STBG Set-aside funds for Federal FY 2030 and FY 2031. City staff recommend submitting applications for the following projects:

STBG Funds:

- 1) Easton Boulevard - Fourmile Creek to East 56th Street (*Reconstruction category*) (Joint project with Polk County and City of Pleasant Hill)
- 2) Southwest 9th Street and Bancroft Street Roundabout (*Safety category*)
- 3) Beaver Avenue and Forest Avenue Roundabout (*Safety category*)
- 4) Fleur Drive Bridge over the Raccoon River Rehabilitation (*Bridge category*)
- 5) East University Avenue Pedestrian Bridge over Fourmile Creek (*Bridge category*) (Joint project with Polk County and City of Pleasant Hill)
- 6) Intelligent Transportation Systems Upgrade (*System Optimization category*)

STBG Set-aside Funds:

- Bill Riley Trail Bridge over the Raccoon River

FISCAL IMPACT (CONSTRUCTION COSTS):

STBG Funds:

1. Easton Boulevard - Fourmile Creek to East 56th Street
(Joint project with Polk County and City of Pleasant Hill)

FY 2031 STBG Program (Request)	\$10,000,000
Polk County Estimated Cost Share (40% Frontage)	\$1,000,000
Pleasant Hill Estimated Cost Share (40% Frontage)	\$1,000,000
Des Moines Estimated Cost Share (20% Frontage)	\$500,000
<i>2026-27 CIP, Page 157, ST323, GO Bonds</i>	
Preliminary (Budgetary) Total Estimated Construction Cost	\$12,500,000

2. Southwest 9th Street and Bancroft Street Roundabout

FY 2030 STBG Program (Request)	\$4,500,000
<i>Future 2027-2028 City CIP Budget Request for FY 2030 funds</i>	<i>\$1,500,000</i>
Preliminary (Budgetary) Total Estimated Construction Cost	\$6,000,000

3. Beaver Avenue and Forest Avenue Roundabout

FY 2031 STBG Program (Request)	\$3,000,000
<i>Future 2027-2028 City CIP Budget Request for FY 2031 funds</i>	<i>\$1,000,000</i>
Preliminary (Budgetary) Total Estimated Construction Cost	\$4,000,000

4. Fleur Drive Bridge over the Raccoon River Rehabilitation

FY 2030 STBG Program (Request)	\$3,400,000
FY 2024 STBG Program (Awarded)	\$1,000,000
FY 2025 STBG Program (Awarded)	\$1,000,000
FY 2028 STBG Program (Awarded)	\$2,100,000
Community Project Funding (Request to Congressman Nunn)	\$3,000,000
2026-27 CIP, Page 47, BR063, Tax Increment Funding Bonds	\$3,500,000
Preliminary (Budgetary) Total Estimated Construction Cost	\$14,000,000

5. East University Avenue Pedestrian Bridge over Fourmile Creek
(Joint project with Polk County and City of Pleasant Hill)

FY 2031 STBG Program (Request)	\$2,000,000
Future Request for State Funding	\$500,000
Polk County Estimated Cost Share (1/3)	\$500,000
Pleasant Hill Estimated Cost Share (1/3)	\$500,000
Des Moines Estimated Cost Share (1/3)	\$500,000
<i>Future 2027-2028 City CIP Budget Request for FY 2031 funds</i>	<i></i>
Preliminary (Budgetary) Total Estimated Construction Cost	\$4,000,000

6. Intelligent Transportation Systems Upgrade

FY 2030 STBG Funds Request for Phase 9	\$ 1,500,000
STBG Funds Previously Received	\$ 5,500,000
FY 2022 \$ 500,000 STBG for Phase 2	
FY 2023 \$ 500,000 STBG for Phase 3	
FY 2024 \$ 500,000 STBG for Phase 4	
FY 2025 \$ 500,000 STBG for Phase 5	
FY 2026 \$1,500,000 STBG for Phase 6	
FY 2027 \$1,000,000 STBG for Phase 7	
FY 2028 \$1,000,000 STBG for Phase 8	
<i>FY 2029 Applied for \$1,500,000 but received \$0 for Phase 9</i>	
Anticipated City Funds	\$1,000,000 to \$1,500,000/year
<i>(2026-2027 CIP, Page 170, Traffic System Operation Improvements, TR097, GO Bonds)</i>	

STBG Set-aside Funds:

1. Bill Riley Trail Bridge over the Raccoon River

FY 2030 STBG Set-aside Program (Request)	\$900,000
FY 2018 STBG Set-aside Program (Awarded)	\$100,000
FY 2029 STBG Set-aside Program (Awarded)	\$550,000
Des Moines Water Works (DMWW) Park Foundation	\$2,450,000
Preliminary (Budgetary) Total Estimated Construction Cost	\$4,000,000

*DMWW Park Foundation will also fund design and construction administration costs.

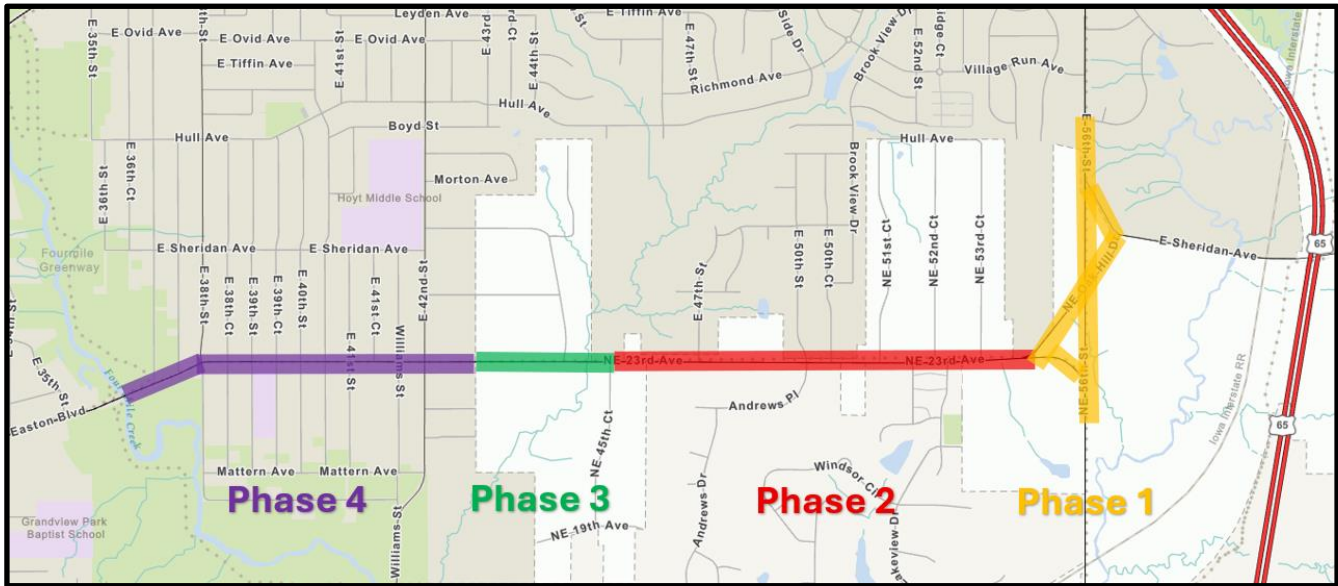
ADDITIONAL INFORMATION:

- The STBG provides flexible funding that may be used by states and localities for transportation projects. The intent of these projects is to preserve and improve the conditions and performance on any federal-aid highway, bridge, public road, pedestrian and bicycle infrastructure and transit capital projects.
- The STBG Set-Aside Program, previously known as the Transportation Alternatives Program (TAP), provides funding for programs and projects defined as transportation alternatives including: on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation, environmental mitigation, and safe routes to school projects.
- The MPO will award STBG and STBG Set-aside Program funds to transportation projects throughout the region. The MPO, when considering project requests for STBG or STBG Set-Aside funds, shall place primary emphasis upon region-wide transportation system improvement needs as identified in the Mobilizing Tomorrow plan. A strong emphasis has been placed on the safety elements of projects requesting funds, in keeping with the goals established in the Comprehensive Safety Action Plan.
- The MPO is currently soliciting project applications for STBG and STBG Set-aside for Federal FY 2030 and FY 2031. The STBG and STBG Set-aside applications must be submitted to the MPO by August 7, 2026.
- In past years, approximately \$13 million was available each year in STBG funding and approximately \$1.2 million was available in STBG Set-aside funding for the Greater Des Moines region. Because the MPO is soliciting project applications for Federal FY 2030 and FY 2031, the MPO anticipates \$38 Million in STBG and another \$3.7 Million in STBG Set-aside will be available in total for this solicitation.
- The MPO will strive to fund projects based on the following categories, with these allocations serving as recommended targets for the STBG program:
 1. 20% System Capacity
 2. 20% Bridge
 3. 20% Reconstruction
 4. 15% System Optimization
 5. 15% Safety
 6. 10% Transit

- **STBG Project Applications** - Staff reviewed potential STBG eligible projects and recommend submitting applications for the following projects for FY 2030 and FY2031 funding:

1. Easton Boulevard - Fourmile Creek to East 56th Street (Joint project with Polk County and City of Pleasant Hill)

- Easton Boulevard (Northeast 23rd Street) is an arterial roadway carrying approximately 6,000 vehicles per day and not only serves large neighborhoods along the corridor but is a commuter route for those traveling between Des Moines and southeast Polk County, including the cities of Pleasant Hill and Altoona.
- Despite significant development along the Easton Boulevard corridor, much of Easton Boulevard east of East 42nd Street has a rural cross section with no curbs and no sidewalks.
- Polk County, Des Moines, and Pleasant Hill all desire to reconstruct and improve Easton Boulevard (Northeast 23rd Street) with curbs and gutters and a separate, shared-use path along the south side of Easton Boulevard.
- Polk County, Des Moines, and Pleasant Hill all desire to make intersection improvements to the existing skewed intersections with Easton Boulevard, Northeast 56th Street, Oak Hill Drive, and East Sheridan Avenue to address significant safety issues.
- The estimated cost to reconstruct and improve Easton Boulevard (Northeast 23rd Street) between Fourmile Creek and Northeast 56th Street, including realigning the existing skewed intersections with Easton Boulevard, Northeast 56th Street, Oak Hill Drive, East Sheridan Avenue is approximately \$30,000,000.
- The Easton Boulevard (Northeast 23rd Street) project is currently planned to be constructed in four (4) separate phases:
 - Phase 1 – Easton Boulevard / Northeast 56th Street / Oak Hill Drive / East Sheridan Avenue Intersection Improvements, includes realignment and reconstruction of the existing skewed intersections into one (1) or more roundabouts. (Joint project between City of Des Moines and Polk County)
 - Phase 2 – Easton Boulevard Reconstruction from Northeast 56th Street to east of Northeast 45th Court. (Joint project between City of Des Moines, City of Pleasant Hill, and Polk County)
 - Phase 3 – Easton Boulevard (Northeast 23rd Street) Reconstruction from east of Northeast 45th Court to east of East 42nd Street, includes replacement of 75-year-old bridge carrying Easton Boulevard (Northeast 23rd Street) over a tributary to Fourmile Creek. (Polk County project)
 - Phase 4 – Easton Boulevard Reconstruction from east of East 42nd Street to Fourmile Creek. (City of Des Moines project)



- The City of Des Moines, in concurrence with Pleasant Hill and Polk County, issued a Request for Proposals for firms interested in providing preliminary concept design services for the project including project management, project coordination, data collection, corridor study/analysis, conceptual design, and development of opinion of probable costs and technical report. The three (3) entities jointly selected Bolton & Menk, Inc. to provide these services.
- On July 13, 2026, by Roll Call No. 26-0813, City Council approved a Professional Services Agreement with Bolton & Menk, Inc. for preliminary engineering services for the Easton Boulevard from Fourmile Creek to Northeast 56th Street project, not to exceed \$240,731.
- Polk County has been awarded \$3,250,000 in Federal Aid STBG funds programmed in FY 2029 for Easton Boulevard, which is planned to be used for Phase 1.
- City staff estimate Phase 2 (Easton Boulevard Reconstruction from Northeast 56th Street to east of Northeast 45th Court) will cost \$12,500,000. City staff recommend applying for \$10,000,000 in FY 2031 STBG funds for Phase 2.

2. Southwest 9th Street and Bancroft Street Roundabout

- Southwest 9th Street is a major north-south connection between downtown and the south side of Des Moines. As such, it is one of the busiest corridors south of downtown carrying around 20,000 vehicles per day. Based on the City's Vision Zero Transportation Safety Action Plan, Southwest 9th Street is identified as a High Injury Network corridor.
- On October 23, 2023, by Roll Call No. 23-1410, City Council approved a Professional Services Agreement with Felsburg Holt & Ullevig, Inc. for professional services for the Southwest 9th Street Traffic Study, for an amount not to exceed \$191,400.

- From 2019 to 2023, Southwest 9th Street between DART Way and McKinley Avenue experienced 538 crashes, resulting in 3 (three) fatalities and 72 injuries. 86% of drivers on Southwest 9th Street south of the Raccoon River are exceeding the speed limit.
- In December 2023, stakeholder meetings were held with Friends of SW 9th, Des Moines Public Schools, Des Moines Area Regional Transit (DART), and the surrounding neighborhood associations to gather information on operations and current issues along Southwest 9th Street. In May 2024, a second set of stakeholder meetings were held to present the findings and recommendations of the study. A public open house meeting was held for the project on June 23, 2025, at Park Avenue Elementary School.
- Based on the finding of the Southwest 9th Street Traffic Study, a two-lane roundabout is recommended for the Southwest 9th Street and Bancroft Street intersection. The roundabout has the greatest potential to reduce crash severity, lower speed for motorists on Southwest 9th Street (including those coming over the bridge into the City's south side neighborhoods), as well as maintaining traffic operations.
- This project includes reconstructing the intersection Southwest 9th Street and Bancroft Street into a two-lane roundabout, reconstructing the approaches to the intersection and extending the median to the south for access control and to provide a pedestrian refuge crossing on Southwest 9th Street (somewhere between Gray Street and Bancroft Street) connecting the Indianola Hills Neighborhood to MacRae Park.
- On June 9, 2025, by Roll Call No. 25-0844, City Council authorized the submittal of a multi-jurisdictional grant application prepared by the MPO as part of the U.S. Department of Transportation (USDOT) Safe Streets and Roads for All (SS4A) Discretionary Grant Program and committed to provide required matching funds for the Southwest 9th Street at Bancroft Street intersection project. The MPO's application was unsuccessful in receiving SS4A grant dollars for implementation projects in FY 2025, however the MPO is resubmitting the grant application for the FY 2026 SS4A grant dollars for implementation projects, which includes \$2,400,000 in federal SS4A funds for the Southwest 9th Street at Bancroft Street intersection project.
- The total estimated cost of the project is \$6,000,000. This project is not currently funded in the City's Capital Improvement Program (CIP).
- City staff recommend applying for \$4,500,000 in FY 2031 STBG funds, which, if awarded, would provide for construction to start in 2031.

3. Beaver Avenue and Forest Avenue Roundabout

- On June 13, 2022, by Roll Call No. 22-857, City Council approved a Professional Services Agreement with Felsburg Holt & Ullevig, Inc. for professional services for the Forest Avenue from Beaver Avenue to 9th Street Traffic Study, for an amount not to exceed \$114,130.
- Beaver Avenue is identified on the core bicycle network, and Forest Avenue is identified on the secondary bicycle network in MoveDSM, the City of Des Moines' Transportation Master Plan.

- Forest Avenue is identified on the High Injury Network in Vision Zero DSM, the City's transportation safety action plan.
- The traffic study analyzed the intersection of Beaver Avenue and Forest Avenue using traffic engineering modeling software (SIDRA 9) to see how the intersection would operate as stop-controlled, signalized, and as a roundabout. Based on the modeling, under Year 2045 traffic conditions, the eastbound left-turn/through movement and westbound through movement would operate at a Level of Service (LOS) F (severe congestion, breakdown traffic flow) under the existing stop-controlled condition. However, with the intersection converted to a single-lane roundabout all movements are anticipated to operate at LOS A (free flow traffic) during all hours of the day.
- A total of 18 crashes were reported at the intersection of Beaver Avenue and Forest Avenue between 2017 and 2021 resulting in nine injuries. 12 of the 18 crashes were angle crashes which are considered correctible by reconstructing the intersection into a roundabout. The roundabout would also provide improved crossings for pedestrians and dedicated lanes for cyclists.
- On March 22, 2023, the City and consultant held a public open house at King Elementary School to review the results and recommendations of the traffic study. The general consensus of attendees favored the roundabout alternative at the intersection of Forest Avenue and Beaver Avenue due to the safety benefits it provided.
- Based on the findings of the study, the single-lane roundabout is the recommended alternative at the intersection of Beaver Avenue and Forest Avenue, providing operational and safety improvements to the intersection.
- On October 20, 2025, by Roll Call No. 25-1382, City Council approved a United States Department of Transportation (USDOT) Safe Streets and Roads for All (SS4A) Implementation Grant Agreement and authorizing the City Manager to sign the Agreement, which provided \$13,000,000 in SS4A Discretionary Grant funds for multiple projects including corridor improvements on Forest Avenue from Beaver Avenue to 9th Street. These corridor improvements, anticipated to start construction in 2027, will complement the proposed roundabout at the intersection of Beaver Avenue and Forest Avenue.
- The proposed project includes reconstructing the intersection Beaver Avenue and Forest Avenue into a single lane roundabout, resurfacing Beaver Avenue between Forest Avenue and 41st Street, and proposes to consider reconfiguring Beaver Avenue between Forest Avenue and 41st Street from two (2) southbound lanes and one (1) northbound lane with peak hour restricted on-street parking to one (1) lane in each direction and on-street buffered bicycle lanes.
- The total estimated cost of the project is \$4,000,000. This project is not currently funded in the City's Capital Improvement Program (CIP).
- City staff recommend applying for \$3,000,000 in FY 2031 STBG funds, which, if awarded, would provide for construction to start in 2031.

4. Fleur Drive Bridge over the Raccoon River Rehabilitation

- The Fleur Drive Bridge over Raccoon River was constructed in 1936, rehabilitated with a deck replacement in 1975, and rehabilitated with deck overlays in 1996 and 2008.
- The bridge is approximately 947 feet long from west abutment to east abutment, spanning the Raccoon River and three (3) sets of railroad tracks. This bridge is one of only five (5) grade separated crossings over the east-west railroad tracks in Des Moines.
- The bridge carries two (2) lanes of traffic in each direction separated by a 4-foot wide median and has 5-foot sidewalks on each side. The southbound traffic tapers into one (1) lane near the south end of the bridge, and the northbound traffic enters the bridge from a single lane ramp. The bridge also supports two (2), 30-inch diameter water mains and a 12-inch diameter gas main under the bridge deck.
- With the bridge carrying 6,100 vehicles per day (Iowa Department of Transportation {IDOT} 2016 traffic count), City staff recommend modifying the bridge to provide one (1) lane in each direction. With this roadway being on the Core Bicycle Network per MoveDSM, City staff also recommend modifying the bridge to provide wider sidewalks and accommodate a bicycle facility on one (1) side of the bridge.
- During the 2017 biennial inspections, the Fleur Drive Bridge over Raccoon River was downgraded to be classified as structurally deficient, primarily due to continued concrete deterioration.
- The City has received \$4,100,000 in STBG funds (\$1,000,000 in FY 2024 funds, \$1,000,000 in FY 2025 funds, and \$2,100,000 in FY 2028 funds).
- A recent rating analysis indicated possible rating capacity issues in the north and south end spans, so the bridge is now recommended for full replacement. The cost estimate to replace the Fleur Drive Bridge over Raccoon River and make geometric changes to the bridge is \$14,000,000.
- In March 2026, the City submitted a request to Congressman Nunn for \$3,000,000 in Community Project Funding. City staff have not received a response to that request.
- City staff recommend applying for an additional \$3,400,000 in FY 2030 STBG funds. If awarded, this will provide a total of \$7,500,000 in federal STBG funding for this project.
- Should the City be awarded \$7,500,000 in federal STBG funding and \$3,000,000 in Community Project Funding, this project is anticipated to start construction in 2030.

5. East University Avenue Pedestrian Bridge over Fourmile Creek (Joint project with Polk County and City of Pleasant Hill)

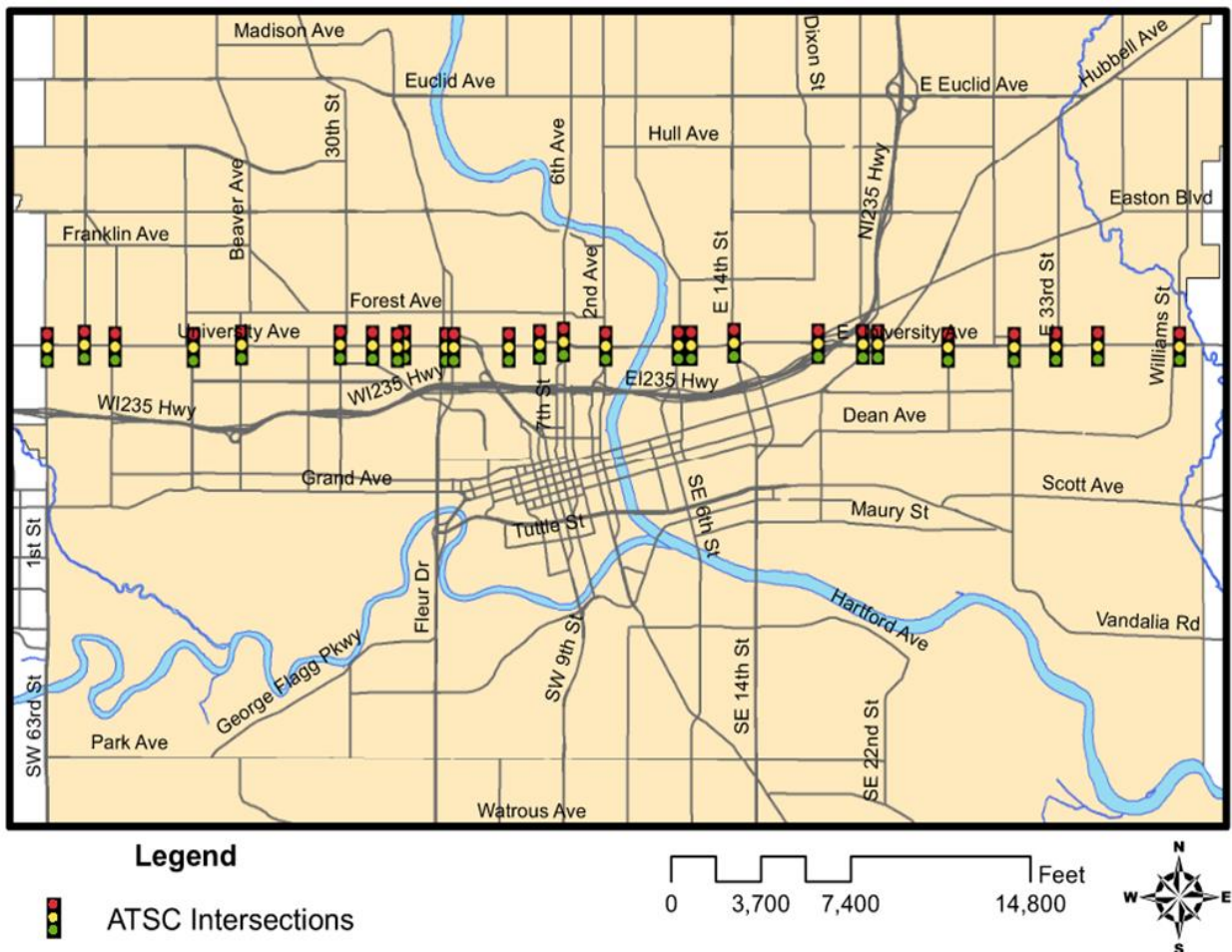
- There are no pedestrian facilities along East University Avenue (State Highway 163) crossing Fourmile Creek between Des Moines and Pleasant Hill.

- Polk County Conservation, Des Moines and Pleasant Hill desire to add a separate shared-use path along the north side of East University Avenue between Williams Street (in Des Moines) and the Gay Lea Wilson Trail at Copper Creek Lake Park (in Pleasant Hill).
- This project includes constructing a separate shared-use path along the north side of East University Avenue between Williams Street (in Des Moines) and the Gay Lea Wilson Trail at Copper Creek Lake Park (in Pleasant Hill), along with a prefabricated pedestrian bridge over Fourmile Creek, as well as completing the necessary grading and restoration work to mitigate impacts to the Fourmile Creek floodplain.
- The City of Des Moines, in concurrence with Pleasant Hill and Polk County Conservation, issued a Request for Proposals for firms interested in providing preliminary concept design services for the project including project management, project coordination, a site assessment, topographic survey, compensatory storage analysis, hydraulic analysis, hydraulic modeling, alternative route analysis, and determination of a preferred alignment. The three (3) entities jointly selected Shive-Hattery, Inc. to provide these services.
- The preliminary (high level, budgetary) estimated cost to complete the project is \$4,000,000.
- Polk County, Des Moines, and Pleasant Hill desire to jointly apply for \$2,000,000 in FY 2031 STBG funds.

6. Intelligent Transportation Systems (ITS) Upgrade

- The City of Des Moines ITS Master Plan Report was completed and adopted by the City Council on November 19, 2018, by Roll Call No. 18-1895. The report outlines a phased plan to upgrade the City's ITS systems (traffic signals, communication network, video camera observation system, central management software, etc.), which will enable the City to actively manage traffic during peak travel times, special events, construction detours, and emergency situations. This capability will provide safer and more efficient travel for people throughout the region as they travel to, from, or within Des Moines.
- The implementation plan has been divided into smaller phases based on funding; the construction cost for each phase is planned for approximately \$1,000,000 to \$1,500,000.
- Phase 9 of the plan includes a project to update the City's traffic signal detection system to implement adaptive/responsive traffic signal control on the University Avenue/East University Avenue corridor from 63rd Street to Williams Street. Traffic observation cameras, pedestrian traffic signal heads and pushbuttons, and Americans with Disabilities Act (ADA) sidewalk ramp construction are included as part of this project. This project will provide the City with more flexibility to actively manage traffic, reduce congestion, and serve all modes of transportation along the corridor.
- The total estimated cost from 2018 to implement the ITS Master Plan is \$12.5 million. The City plans to request \$1,500,000 in FY 2030 funds for Phase 9. Previously, STP funds in the amounts of \$500,000 (FY 2022 – Phase 2), \$500,000 (FY 2023 – Phase 3), \$500,000 (FY 2024 – Phase 4), \$500,000 (FY 2025 – Phase 5), \$1,500,000 (FY 2026 – Phase 6), \$1,000,000 (FY 2027 – Phase 7), and \$1,000,000 (FY 2028 – Phase 8) were awarded. Construction of Phases 1 and 2 was completed in 2023. Phases 3 and 4 were completed in

2025. Phase 5 construction began in spring 2025 and is anticipated to be completed in 2026. Phase 6 will begin construction in Spring 2027. Phases 7 through 9 will continue, annually, in the following years.



- **STBG Set-Aside Project Applications** – Staff reviewed potential STBG Set-Aside projects and recommends submitting applications for the following projects for FY 2030 funding:
 1. Bill Riley Trail Bridge over the Raccoon River
 - The City of Des Moines multi-use trail counters logged an estimated 3.2 million trail uses in 2023 across the City’s trail system. It is anticipated that this number will increase year-by-year as the system continues to grow. The City of Des Moines has more than 76 miles of paved trail and that number is expanding.
 - The Bill Riley Trail is one of the most popular and vital east-west trail segments in the Iowa Trail Network, with more than 250,000 uses per year.
 - The 1.7-mile portion of the Bill Riley Trail between Ashworth Park and Water Works Park is one of the oldest trails in Des Moines, paved in 1973, thanks to fundraising efforts led by Bill Riley, Park Board member, local radio and television personality, longtime civic leader and businessman.

- The Bill Riley Trail was extended from Water Works Park to the southwest corner of Gray's Lake Park in 2009, making the total length of the Bill Riley Trail approximately 3.5 miles.
- The Bill Riley Trail includes a steel pony truss bridge with wood plank decking crossing the Raccoon River.



Above Photo: Side View Looking West at Bill Riley Trail Bridge over the Raccoon River



Above Photo: Trail View Looking North at Bill Riley Trail Bridge over the Raccoon River



- Based on recent Bridge Inspection Reports, this Bill Riley Trail Bridge needs replacement. The new replacement bridge would likely be constructed upstream of the existing bridge to allow the Bill Riley Trail to remain open during construction of the new bridge.
- On December 20, 2021, by Roll Call No. 21-1938, City Council directed the City Manager to negotiate an amendment of the 28E Agreement between the City of Des Moines, the Board of Water Works Trustees of the City of Des Moines, and the Des Moines Water Works (DMWW) Park Foundation, that included the following:
 - State the City Council expectation that the Foundation and DMWW will initiate fundraising for replacement of the Bill Riley Trail Bridge over the Raccoon River to satisfy the obligations as outlined and agreed to in the separate 28E Agreement between the City and DMWW approved by City Council on December 19, 2016, by Roll Call No. 16-2191, regarding City trails within DMWW Park.
- Per the City's agreement with Water Works for the Bill Riley Trail Bridge over the Raccoon River, the City is responsible for applying for grants to help fund repair or replacement of the bridge and Water Works shall provide matching funds for construction of the Bill Riley Trail Bridge Replacement over the Raccoon River. Water Works shall also fund design and construction administration costs for the Bill Riley Trail Bridge Replacement project.
- On November 18, 2013, by Roll Call No. 13-1776, City Council authorized submittal of Surface Transportation Program (now known as STBG Program) and Transportation Alternatives Program (now known as STBG Set-aside Program) Fund FY 2018 Applications to the MPO, which included applying for FY 2018 Transportation Alternatives Program (TAP) funds for the Bill Riley Trail Bridge over the Raccoon River. \$100,000 in TAP (now STBG Set-aside) Funds were awarded to the Bill Riley Trail Bridge over the Raccoon River project.
- On December 6, 2024, City staff met with DMWW staff and agreed to recommend to City Council applying for additional STBG Set-aside funding for the Bill Riley Trail Bridge over the Raccoon River project.
- On December 23, 2024, by Roll Call No. 24-1702, City Council authorized submittal of Federal STBG Set-Aside Program Fiscal Year (FY) 2029 applications to the Des Moines Area Metropolitan Planning Organization (MPO) for the Bill Riley Trail Bridge over the Raccoon River. \$550,000 in STBG Set-aside Funds were awarded to the Bill Riley Trail Bridge over the Raccoon River project, bringing the total awarded funds for the Bill Riley Trail Bridge over the Raccoon River to \$650,000.
- City staff recommend applying for an additional \$900,000 in STBG Set-Aside Program FY 2030 funds.
- Pending receipt of STBG Set-aside funding and funds from DMWW Park Foundation, construction of the Bill Riley Trail Bridge over the Raccoon River project is anticipated to start in 2030.

PREVIOUS COUNCIL ACTION(S):

Date: July 13, 2026

Roll Call Number: [26-0813](#)

Action: [Approving](#) Professional Services Agreement with Bolton & Menk, Inc. for the Easton Boulevard from Fourmile Creek to NE 56th Street project, not to exceed \$240,731. ([Council Communication No. 26-245](#)) Moved by Gatto to adopt. Second by Voss. Motion Carried 7-0.

Date: June 9, 2025

Roll Call Number: [25-0844](#)

Action: [Submittal](#) of a multi-jurisdictional grant application as part of the U.S. Department of Transportation (USDOT) Safe Streets and Roads for All (SS4A) Discretionary Grant Program and commitment to provide required matching funds. ([Council Communication No. 25-220](#)) Moved by Gatto to adopt. Second by Voss. Motion Carried 7-0.

Date: December 23, 2024

Roll Call Number: [24-1702](#)

Action: [Authorizing](#) submittal of Federal Surface Transportation Block Grant (STBG) Set-Aside Program Fiscal Year (FY) 2029 applications to the Des Moines Area Metropolitan Planning Organization (MPO). ([Council Communication No. 24-514](#)) Moved by Coleman to adopt. Second by Gatto. Motion Carried 6-0. Absent: Voss.

BOARD/COMMISSION ACTION(S):

Board: Transportation Safety Committee

Date: October 14, 2025

Resolution Number: N/A

Action: Motion was made by Juliann Van Liew to approve the recommendations for the Southwest 9th Street Corridor; seconded by Kristin Bents. Motion approved 7:0.

Board: Transportation Safety Committee

Date: October 10, 2023

Resolution Number: N/A

Action: Motion was made by Brianne Sanchez to approve the Forest Avenue Corridor Study – Beaver Avenue to 9th Street; seconded by Meg Schneider. Motion passed 5:0.

Board: Transportation Safety Committee

Date: January 12, 2021

Resolution Number: N/A

Action: Motion was made by Scott Bents to approve the staff recommended concept in the 18th Street Improvement Study including Fleur Drive bridge geometric changes; seconded by Robin Witt. Motion passed 8:0.

ANTICIPATED ACTIONS AND FUTURE COMMITMENTS:

- Approval of 28E agreements between Polk County and the City of Pleasant Hill.
- Approval of project agreements with the Iowa Department of Transportation (IDOT).
- Approval of Professional Services Agreement(s) with consultants.

For more information on this and other agenda items, please call the City Clerk's Office at 515-283-4209 or visit the Clerk's Office on the second floor of T.M. Franklin Cownie City Administration Building, 1200 Locust Street. Council agendas are available to the public at the City Clerk's Office on Thursday afternoon preceding Monday's Council meeting. Citizens can also request to receive meeting notices and agendas by email by calling the Clerk's Office or sending their request via email to cityclerk@dmgov.org.