

Date June 12, 2017

**RESOLUTION APPROVING METROPOLITAN PLANNING ORGANIZATION
WORK PLAN AND ASSESSMENT FOR FISCAL YEAR 2017/18**

WHEREAS, the City of Des Moines is a member of the Des Moines Area Metropolitan Planning Organization ("MPO"), as organized under Iowa Code Chapter 28E; and

WHEREAS, the MPO annually requests its member governments to approve, by resolution, the MPO's Unified Planning Work Program and budget for the upcoming fiscal year; and

WHEREAS, the budget to support the Unified Planning Work Program is funded with federal funds and member governments on a per capita basis, and the assessment rate of MPO member governments for Fiscal Year 2017/18 is set at \$1.00 per capita and applied to the 2015 Census population, which equates to an assessment of \$210,330 to the City of Des Moines; and

WHEREAS, at least a majority of the Des Moines Area Metropolitan Planning Organization's member governments must approve the Unified Planning Work Program and budget; and

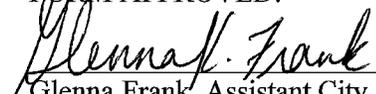
WHEREAS, the City Manager has recommended that the Unified Planning Work Program and budget submitted by the MPO for Fiscal Year 2017/18 be approved.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Des Moines, Iowa, that the Des Moines Area Metropolitan Planning Organization's Unified Planning Work Program and budget for Fiscal Year 2017/18, beginning July 1, 2017, is hereby approved, and the Finance Department is hereby authorized and directed to pay the City's assessment of \$210,330 to the MPO when due.

(Council Communication No. 17-466)

FORM APPROVED:

MOVED by _____ to adopt.


Glenna Frank, Assistant City Attorney

COUNCIL ACTION	YEAS	NAYS	PASS	ABSENT
COWNIE				
COLEMAN				
GATTO				
GRAY				
HENSLEY				
MOORE				
WESTERGAARD				
TOTAL				

CERTIFICATE

I, DIANE RAUH, City Clerk of said City hereby certify that at a meeting of the City Council of said City of Des Moines, held on the above date, among other proceedings the above was adopted.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my seal the day and year first above written.

MOTION CARRIED APPROVED

Mayor

City Clerk

Unified Planning Work Program & Budget

Fiscal Year 2018 (July 2017 – June 2018)

FINAL – April 27, 2017

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Table of Contents

Introduction	5
MPO History	5
Legal Authority	6
Purpose and Responsibilities	6
Operational Structure	7
UPWP Development Process	11
Amending and Revising Procedures	11
Requirements.....	12
Long-Range Transportation Plan	12
Transportation Improvement Plan	12
Unified Planning Work Program	13
Public Participation Plan	13
Passenger Transportation Plan	13
Congestion Management Process	13
Awarding of Federal Funds	14
Decision Making Structure	14
Planning Factors.....	14
Planning Issues in the Region.....	15
The Tomorrow Plan and Mobilizing Tomorrow	15
Transportation System Optimization.....	15
Multimodal Opportunities	16
Public Health	16
Freight System Enhancement	17
Environmental Health	17
Data Collection and Modeling	18
Corridor Studies and Major Projects.....	18
Transportation Legislation and Funding	19
Planning Activities	20
Task 1: Long-Range Planning	21
Task 2: Multimodal Planning.....	22
Task 3: Public Involvement	24
Task 4: Integrated Planning	25
Task 5: Funding	27
Task 6: Technical Support and Services	28
Task 7: Program Administration	30
Task 8: CIRTPA.....	32
Task 9: Contracted Services	33
Budget and Cost Allocation Plan.....	35
General Accounting Policies	35
Revenue	35
Expenses and Description of Cost Allocation Methodology.....	38

Appendix A: Committee Representation 45
 Appendix B: Commonly Used Acronyms 54

MPO Resolution of Approval 55
 Certificate of Indirect Cost Proposal/Indirect Costs 56
 Self-Certification of Procurement and Consultant Selection Procedures 57
 Performance Management Agreement..... 58

Figures

1 Des Moines Area MPO’s Planning Area 7
 2 Des Moines Area MPO Committee and Structural Organization Chart..... 9
 3 Des Moines Area MPO Staff Organization Chart 10
 4 Des Moines Area MPO Activities and Requirements..... 20

Tables

1 Fiscal Year 2018 Funding Sources Available 36
 2 Member Government Assessments 37
 3 Summary of Employee Benefits..... 39
 4 Statement of Projected Total Costs 41
 5 Indirect Cost Rate Calculation..... 42
 6 Summary of Projected Work Program Costs and Hours..... 42
 7 Fiscal Year 2018 Budget by Agency..... 43
 8 Projected Fiscal Year 2018 Balance Summary 44

The Des Moines Area Metropolitan Planning Organization (MPO) has prepared this document with partial funding from the United States Department of Transportation’s Federal Highway Administration and Federal Transit Administration, and in part through local matching funds provided by the Des Moines Area MPO member governments. These contents are the responsibility of the Des Moines Area MPO. The United States Government and its agencies assume no liability for the contents of this report or for the use of its contents.

The Des Moines Area MPO receives federal funding and may not discriminate against anyone on the basis of race, color, or national origin, according to Title VI of the Civil Rights Act of 1964. For more information or to obtain a Title VI Complaint form, call 515-334-0075.

Introduction

The *Fiscal Year 2018 Unified Planning Work Program and Budget* (FY 2018 UPWP) is the Des Moines Area MPO's work plan for the fiscal year beginning July 1, 2017 and ending June 30, 2018. The FY 2018 UPWP identifies planning activities completed in the prior fiscal year, and documents all planning activities and anticipated work products for the current fiscal year. In addition, the FY 2018 UPWP also documents the Des Moines Area MPO's costs to support the fiscal year planning activities and work products.

The work activities outlined within the FY 2018 UPWP support federal requirements placed on MPOs and also respond to planning issues affecting the region. In FY 2018, the Des Moines Area MPO will begin updating *Mobilizing Tomorrow*, the MPO's long-range transportation plan adopted in November 2014, and will continue implementing *The Tomorrow Plan* adopted in 2013. These implementation efforts include continued assistance with local complete street efforts, development of best practices on transportation and land use planning coordination, finalizing a regional water trails and greenways plan, continuing to partner with public health organizations to ensure health in all policies. Additional activities to be conducted will include supporting sub-area and corridor studies throughout the region, evaluating transportation needs and resources, collecting data on trail conditions and usage, analyzing National Household Travel Survey Add-On data, developing a freight transload facility, and programming federal funding to projects.

MPO History

Greater Des Moines has joined together for decades to use resources effectively and to position the region to thrive economically, environmentally, and socially. Our leaders have long recognized the importance of working at the regional level, especially when it comes to transportation.

In 1964, the Des Moines Urbanized Area Transportation Study was initiated through a cooperative agreement between local officials and the Iowa Highway Commission. In 1965, the Central Iowa Regional Planning Commission (CIRPC) formed in response to a need for an area-wide transportation planning organization.

In 1972, CIRPC and seven local governments entered into a cooperative agreement for continuing transportation planning. The following year, in 1973, CIRPC restructured as the Central Iowa Regional Association of Local Governments (CIRALG). By 1979, CIRALG's membership included eight central Iowa counties and about eighty cities.

CIRALG dissolved in the early 1980's. In 1983, the Des Moines Area Transportation Planning Committee (DMATPC), previously part of CIRALG, was designated as the MPO for central Iowa. The DMATPC contracted with the City of Des Moines for staff support.

A decade later, in 1993, the DMATPC restructured once again as the Des Moines Area MPO, hiring its own staff. In July 2013, the MPO celebrated the thirtieth anniversary of regional transportation planning in Greater Des Moines.

Legal Authority

Since the Federal-Aid Highway Act of 1962, MPOs have been required by federal law in urbanized areas with a population greater than 50,000 and are supported through federal funds. The Des Moines Area MPO acts as the formal transportation body for the greater Des Moines metropolitan area, carrying out the intent of Title 23 of the U.S. Code of Federal Regulations (CFR), Part 450. In 1983, the Governor of Iowa designated the Des Moines Area MPO (then called the Des Moines Area Transportation Planning Committee) as the official MPO for the Des Moines Urbanized Area, as defined by the U.S. Census Bureau. The Des Moines Area MPO functions as a Transportation Management Area as well, as it exceeds the population threshold of 200,000 persons established in 23 CFR 450.104. The U.S. Department of Transportation (DOT) reviews and certifies the Des Moines Area MPO every four years.

The Des Moines Area MPO is organized as a separate legal entity pursuant to the provisions of Chapter 28E of the Iowa Code. Its 28E agreement outlines requirements for membership and representation, and its bylaws outline duties of committees, the process for electing officers, and the role of the Executive Director.

Purpose and Responsibilities

The Des Moines Area MPO provides a regional forum to assure local, state, and federal agencies and the public coordinate transportation planning issues, and prepare transportation plans and programs. The Des Moines Area MPO develops both long-range and short-range multimodal transportation plans, selects and approves projects for federal funding based on regional priorities, and develops ways to manage traffic congestion. The Des Moines Area MPO also provides transportation and general planning guidance to member communities.

Transportation planning includes various activities. Some of these are led by the MPO, while others are led by other entities.

What the MPO Does

1. Identify short- and long-range multimodal transportation needs;
2. Analyze and evaluate transportation improvements;
3. Provide technical and policy guidance to member communities;
4. Estimate future traffic volumes;
5. Inform the public about planning activities;
6. Study the movement of traffic along major corridors; and
7. Conduct planning studies.

What the MPO Does NOT Do

1. Road/bridge design, construction, and repair;
2. Enforce traffic laws;
3. Trail construction and maintenance;
4. Transit operations; and
5. Land use planning and zoning.

Operational Structure

Planning Area

The Des Moines Area MPO is responsible for these transportation planning activities within a geographic area identified as the Metropolitan Planning Area (planning area). Figure 1 displays the Des Moines Area MPO's MPA. The Des Moines Area MPO approved its current planning area on January 17, 2013. The planning area includes portions of Dallas, Madison, Polk, and Warren Counties, and includes, at a minimum, the anticipated urbanized area for *Mobilizing Tomorrow's* Horizon Year (HY) 2050.

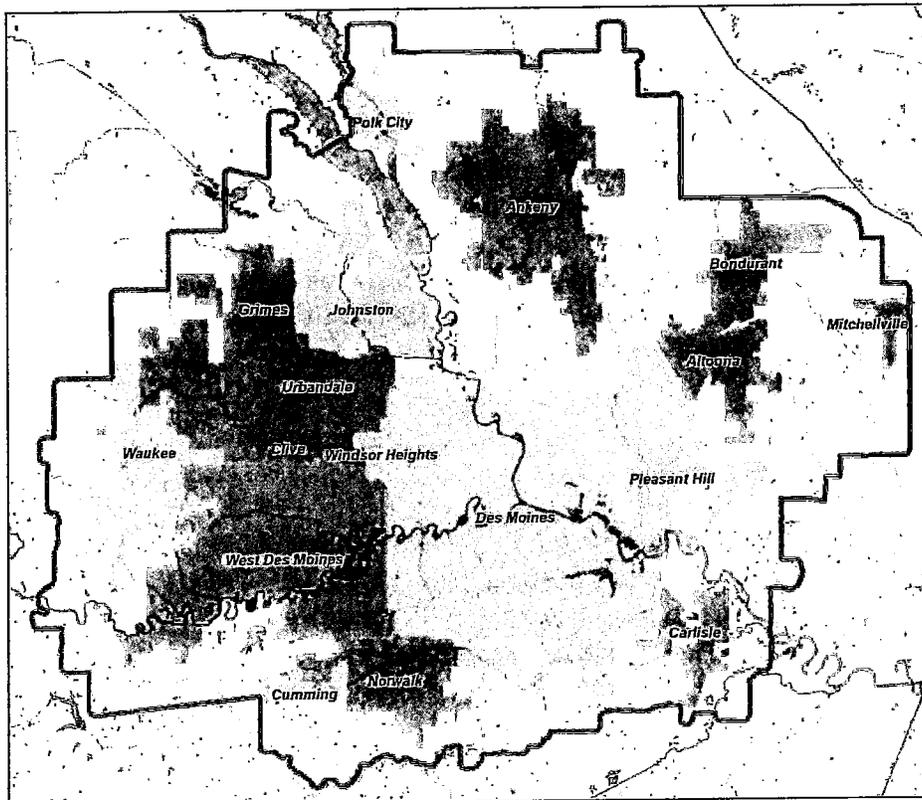


Figure 1: Des Moines Area MPO's Planning Area

Membership

Per the Des Moines Area MPO's 28E agreement, voting membership is open to any county or city government located, wholly or partially, in the designated planning area containing a minimum population of 1,500 persons that adopts the Des Moines Area MPO's 28E Agreement. Currently, Des Moines Area MPO membership includes the following cities and counties:

- City of Altoona
- City of Ankeny
- City of Bondurant
- City of Carlisle
- City of Clive
- City of Des Moines
- City of Grimes
- City of Johnston
- City of Mitchellville
- City of Norwalk
- City of Pleasant Hill
- City of Polk City
- City of Urbandale
- City of Waukee
- City of West Des Moines
- City of Windsor Heights
- Dallas County
- Polk County
- Warren County
- Des Moines Area Regional Transit Authority (DART)

Two entities within the planning area, the City of Cumming and Madison County, fall below the minimum population threshold for full membership and are associate members. Associate membership allows a non-voting representative to participate actively in the transportation planning process, and is available to all governments within the planning area that do not meet the minimum population threshold for full membership. Additionally, governments outside the planning area, but within the eight county region of central Iowa, are able to petition for associate membership. Associate members are not eligible for federal funding awarded through the Des Moines Area MPO. The City of Indianola and the City of Van Meter are outside the Des Moines Area MPO's planning area and are associate members of the MPO.

The Iowa Department of Transportation (DOT), the Des Moines International Airport (DSM), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Heart of Iowa Regional Transit Agency (HIRTA) serve as advisory, non-voting, representatives to the Des Moines Area MPO.

Representation and Voting

Population determines representation on the TTC and the Policy Committee. Each member government within the planning area over a minimum population receives at least one representative. DART also receives one voting representative. The Des Moines Area MPO allows larger member governments to have additional representatives based on predetermined population thresholds, as determined by the U.S. Census, as identified in the Des Moines Area MPO's 28E agreement:

- One representative for populations of at least 1500.
- Additional representative at 10,000 in population.
- Additional representatives for each addition 25,000 above the initial 10,000 population.

Decision-Making Structure

Three designated committees form the structure of the Des Moines Area MPO: the Transportation Technical Committee (or Technical Committee), the Executive Committee, and the Policy Committee. The Des Moines Area MPO member governments' and agencies' boards and councils appoint their respective representatives to the Technical Committee and to the Policy Committee. See Appendix A for list of committee representatives.

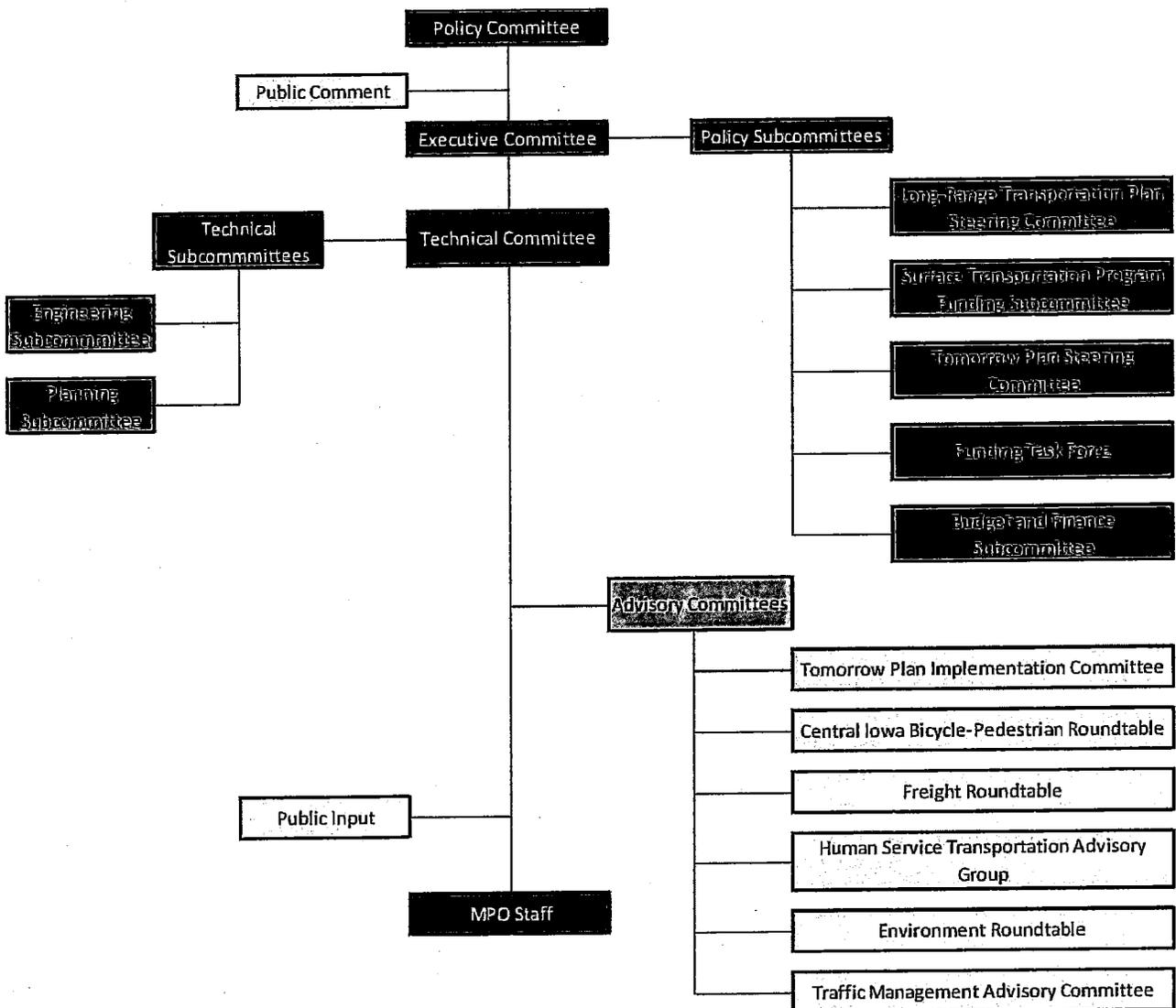


Figure 2: Des Moines Area MPO Committee and Structural Organization Chart

The Des Moines Area MPO Technical Committee is comprised primarily of representatives of member governments' and participating agencies' technical staffs, including planners, engineers, and city administrators. The Des Moines Area MPO Policy Committee is comprised primarily of county supervisors, mayors, city council members, and city managers. The Des Moines Area MPO Policy Committee annually elects officers and at-large representatives to form seven-member Executive Committee from among Policy Committee representatives.

The Des Moines Area MPO Technical Committee offers technical guidance and recommendations to the Executive Committee. The Executive Committee then offers recommendations to the Policy Committee, based on the Technical Committee's recommendations, before the Des Moines Area MPO Policy Committee takes formal actions on transportation issues. Des Moines Area MPO Technical Committee representation differs from the Policy Committee in that DSM and HIRTA are voting members on the Technical Committee.

Additionally, the Des Moines Area MPO establishes and supports, as needed, other subcommittees, roundtables, working groups, and advisory committees on various transportation-related issues relevant to the Des Moines Area MPO's responsibilities. The Des Moines Area MPO requests stakeholder organizations and citizens to serve on these committees, as appropriate. As part of an adopted public participation process, the Des Moines Area MPO strongly encourages input and communication from citizens. The Des Moines Area MPO staff supports the various committees.

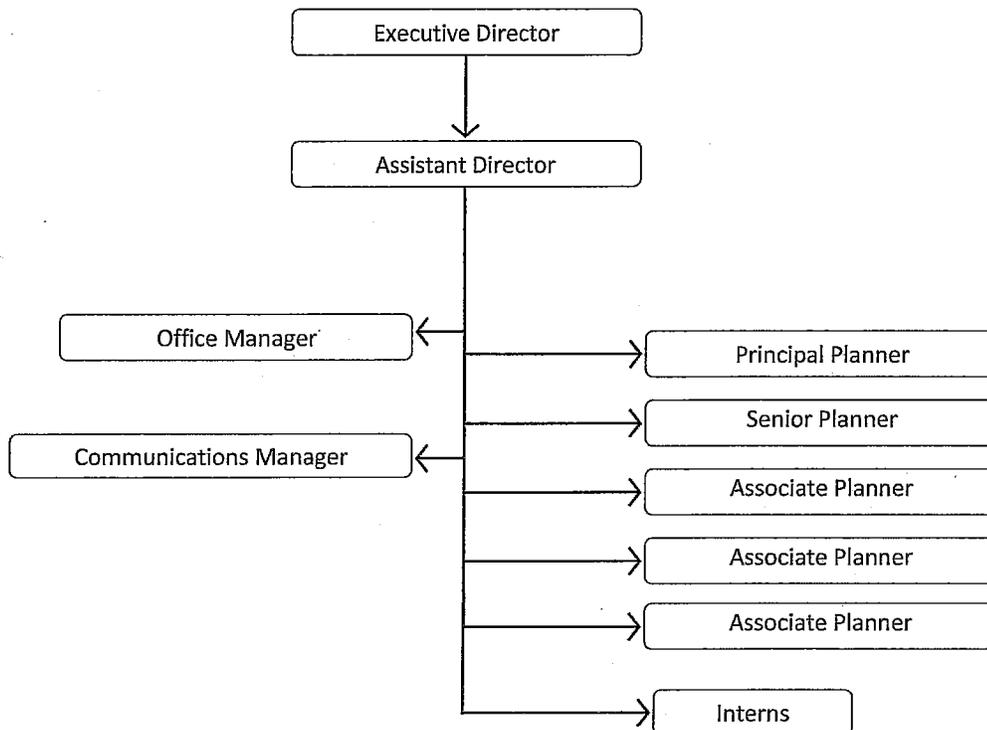


Figure 3: Des Moines Area MPO Staff Organization Chart

UPWP Development Process

The Des Moines Area MPO begins development of the UPWP in January of each year through discussions with the Executive Committee and Planning Subcommittee. These initial discussions include a review of federally-required activities, the planning factors required by MPOs as outlined in US Code, and goals set forth in the long-range transportation plan. Proposals from Des Moines Area MPO staff and member communities as to priority activities for the coming year are also discussed. Similar discussions then take place in February with the Des Moines Area MPO's Technical Committee and Policy Committee, followed by the review and approval of a draft UPWP and budget at the March meetings of the Technical, Executive, and Policy Committees.

Following approval of the draft UPWP and budget, the Des Moines Area MPO forwards the draft document to the Iowa DOT, FTA, and FHWA for their review and comment. Des Moines Area MPO staff makes any changes necessary to the document and budget and then presents a final document and budget for the Des Moines Area MPO's committees to consider at their May meetings. The approved UPWP and budget are provided to the Iowa DOT, FTA, and FHWA for their records.

Amending and Revising Procedures

The Des Moines Area MPO may need to make amendments or revisions to this UPWP from time to time. When doing so, the Des Moines Area MPO will consider the administrative rules outlined by 2 CFR 200 and FTA Circular 5010.1C. Revisions to request additional federal funding, to transfer funds among work categories which exceed 10 percent of the total work program budget, revising the scope or objective of activities, transferring work to a third party, transferring funds allotted for training allowances, or purchasing additional equipment not documented in the UPWP all require approval from FHWA/FTA. Transferring funds among work categories which do not exceed 10 percent of the total work program budget require Iowa DOT approval. Changes to extend project time lines or staff hours require approval only of the Des Moines Area MPO and are deemed revisions.

If the Des Moines Area MPO determines an amendment is necessary, it will follow the guidelines set forth in the PPP and the procedures required by the Iowa DOT, FHWA, and FTA. All amendments require action from the Des Moines Area MPO and are subject to final approval by Iowa DOT and/or FHWA/FTA. These procedures include approval by the Des Moines Area MPO's Policy Committee and forwarding requests electronically to the Iowa DOT's Office of Systems Planning and the District 1 Planner. The requests must include a resolution or meeting minutes showing the Des Moines Area MPO's approval, a budget summary table highlighting any budgetary changes, and modified sections of the plan's work elements.

Requirements

As noted previously, the Des Moines Area MPO provides a forum for local, state, and federal governmental entities, as well as the public and other interested regional partners, to plan the region's transportation system. To this end, the Des Moines Area MPO is required by federal regulations to produce certain work products and strive towards the planning factors outlined in US Code and the latest transportation legislation. This section details those required work products.

Long-Range Transportation Plan

A Long-Range Transportation Plan (LRTP) must be updated, at a minimum, every five years. The plan must cover no less than a 20-year planning horizon and includes both projects and policies to undertake during that timeframe. Transportation projects must be identified in the plan to be considered for federal funding. Additionally, the LRTP must include:

- Projected transportation demand of persons and goods;
- Existing and proposed transportation facilities;
- Operational management strategies;
- Consideration of the congestion management process;
- Assessments of capital investments;
- Design concept and scope descriptions of existing and proposed transportation facilities;
- Types of environmental mitigation activities and potential areas to carry out these activities;
- Pedestrian walkway and bicycle facilities;
- Transportation and transit enhancement activities; and
- A financial plan.

The Des Moines Area MPO's current LRTP – Mobilizing Tomorrow – was adopted in November 2014.

Transportation Improvement Plan

The Des Moines Area MPO is required to develop a Transportation Improvement Program (TIP), which is to list all projects that will be implemented using Federal funds within the TIP's timeframe. The Des Moines Area MPO's TIP covers a period of no less than four years and is updated annually for compatibility with the Statewide Transportation Improvement Program development and approval process. State Transit Assistance (STA) and Statewide Transportation Enhancement (Statewide TE) funds are the only source of state funding shown in the TIP.

Unified Planning Work Program

The required Unified Planning Work Program (UPWP) represents the annual scope of work and budget for the Des Moines Area MPO's activities. Planning funds provided by the U.S. DOT and matching funds collected through member governments' assessments, as well as any special grants received, are used to develop the organization's budget.

Public Participation Plan

MPOs are required to develop a Public Participation Plan (PPP) to ensure that the public is adequately involved in the regional transportation planning process. The Des Moines Area MPO's PPP, updated in 2015, outlines the Des Moines Area MPO's public outreach efforts. The Des Moines Area MPO engages the public through three primary components: public meetings, publications, and web-based technologies.

The Des Moines Area MPO schedules public input meetings to provide information to the public and to solicit public review and comment on Des Moines Area MPO documents and member government and agency projects.

The Des Moines Area MPO also provides for public input through periodic newsletters and press releases as well as through web-based technologies including:

- Website, www.dmampo.org;
- www.facebook.com/dmampo;
- LinkedIn, www.linkedin.com/company/des-moines-area-metropolitan-planning-organization; and,
- Twitter, www.twitter.com/dmampo.

Passenger Transportation Plan

The Des Moines Area MPO is required to develop a Passenger Transportation Plan (PTP) at least once every five years. The PTP is a coordinated public transportation and human services plan with the purpose of improving transportation for persons with disabilities, low income populations, the elderly, and others who may have mobility constraints. The PTP identifies mobility needs, identifies possible solutions, and justifies the use of certain state and federal transit funding. The Des Moines Area MPO's PTP was last updated in May 2014.

Congestion Management Process

The Des Moines Area MPO's status as a Transportation Management Area (as an urban area with a population over 200,000) requires that it maintain a Congestion Management Process (CMP). The CMP identifies the metropolitan area's congestion issues, outlines a process to monitor congestion, and proposes a catalog of strategies and initiatives to manage congested areas. The Des Moines Area MPO's CMP was updated in April 2015.

Awarding of Federal Funds

One of the Des Moines Area MPO's primary responsibilities is the allocation of certain federal transportation funds that are provided by the U.S. DOT to MPOs. There are two main types of funds that are awarded annually by the Des Moines Area MPO – Surface Transportation Block Grant (STBG) funds and STBG Set-Aside (Set-Aside) funds. STBG funds are intended to preserve and improve the conditions and performance on any Federal-aid highway, bridge, public road, pedestrian and bicycle infrastructure, and transit capital projects. Set-Aside funds are used to support 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 Des Moines Area MPO annually receives from the U.S. DOT approximately \$12 million in STBG funds and another \$1.5 million in Set-Aside funds, both of which are awarded to member communities for regional transportation projects. This process begins with an application open to the Des Moines Area MPO's member governments, followed by project scoring and presentations of eligible projects, and concludes with a selection of projects to receive funding. These projects are then reflected in the TIP. The Des Moines Area MPO is also involved with other federal funds, such as recommendations for annual appropriations. The TIP provides a listing of the various funding programs that assist with funding of transportation projects.

Decision Making Structure

MPOs are required to maintain a formal decision-making structure, including hosting technical and policy committees comprised of community representatives. The MPO's decision-making structure is outlined on page 7.

Planning Factors

The planning process undertaken by MPOs are guided by planning factors outlined in US Code. MPOs are required to provide for the consideration of projects and strategies that will:

- Support economic vitality.
- Increase safety of the transportation system.
- Increase the security of the transportation system.
- Increase the accessibility and mobility of people and freight.
- Protect and enhance the environment and promote conservation.
- Enhance the integration and connectivity of the system across and between modes.
- Promote efficient system management and operations.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- Enhance travel and tourism.

Planning Issues in the Region

As the Des Moines Area MPO prepares its annual work program it must understand the issues that influence transportation planning in the region. Long-range plans provide a vision and broad goals the region seeks to achieve, which in turn shape the Des Moines Area MPO's activities. The annual work program also is shaped by ongoing planning efforts, major projects under study or construction, issues related to transportation funding, and legislation, among others. The following describes these issues in more detail.

The Tomorrow Plan and Mobilizing Tomorrow

In November 2013, the Des Moines Area MPO approved The Tomorrow Plan, which had been under development since 2010. Many of The Tomorrow Plan's strategies and initiatives impact transportation directly (such as promoting additional opportunities for public transportation, bicycling, and walking) or indirectly (such as promoting land uses patterns that result in more efficient infrastructure development).

On the heels of The Tomorrow Plan's development, the Des Moines Area MPO updated its long-range transportation plan. Mobilizing Tomorrow, the 2050 long-range transportation plan, was approved in November 2014. Mobilizing Tomorrow includes goals, objectives, measures, and strategies to achieve the transported-related elements outlined in The Tomorrow Plan. Mobilizing Tomorrow's goals include:

- Manage and optimize transportation infrastructure and services
- Enhance multimodal transportation options
- Improve the region's environmental health
- Further the health, safety, and well-being of all residents in the region.

The Des Moines Area MPO will continue to monitor performance measures identified in the plan to achieve identified targets and goals, implement best practice recommendations, and complete projects included in the plan. In the second half of FY 2017, the Des Moines Area MPO also began the process to update Mobilizing Tomorrow. This update will continue through FY 2018.

Transportation System Optimization

Previous transportation bills, as well as the current transportation bill – Fixing America's Surface Transportation Act (FAST) – outline the need for regions to manage and optimize the existing transportation system. Mobilizing Tomorrow incorporates this direction, placing increased emphasis on opportunities to maintain the current system and less emphasis on expanding the system. In FY 2015, the Des Moines Area MPO began to collect and analyze information related to bridge and pavement condition information, demonstrating costs necessary to maintain the system to desired levels when possible. This type of analysis will continue in FY 2018.

In FY 2016, the Des Moines Area MPO updated its Congestion Management Process (CMP) to aid in this effort. In FY 2017, the MPO worked to update the region's Intelligent Transportation System (ITS) Architecture. The ITS Architecture supports the CMP effort by providing an inventory of the region's ITS network and identifying opportunities to further expand and integrate the network. These efforts will better enable the Des Moines Area MPO and its member governments to address transportation issues with lower-cost operational solutions as opposed to higher-cost capital solutions.

In February 2016, the Des Moines Area MPO applied for the US DOT's Smart City Challenge Grant. While unsuccessful in securing funding, the Des Moines Area MPO started outlining a framework for Smart City infrastructure and applications. In FY 2018, using the ITS Architecture, CMP, and in conjunction with the updated Mobilizing Tomorrow, the Des Moines Area MPO will continue to pursue planning for Smart City transportation and infrastructure solutions.

Multimodal Opportunities

Mobilizing Tomorrow calls for increased transit ridership, additional bicycle lanes and trails, and higher commuting levels by biking, walking, transit, and carpooling. The Des Moines Area MPO intends to support these objectives by undertaking or participating in a variety of activities, particularly those related to Complete Streets, land use/transportation coordination, and Transportation Management Association (TMA) efforts to reduce single-occupant vehicle trips.

Mobilizing Tomorrow and The Tomorrow Plan identified a number of best practices related to increasing multimodal transportation usage. Examples include transit supportive development guidelines, on-street bicycle facility standards, parking standards, and roadway design standards. The Des Moines Area MPO will continue to offer assistance to its member communities in incorporating these best practices.

Additionally, DART has initiated the update to its long-range service plan, DART Forward 2035. The Des Moines Area MPO will provide technical and policy assistance to DART, as needed, throughout this process. DART also continues to pursue the development of rapid transit service in the metro, which the Des Moines Area MPO will continue to support as needed.

Public Health

In FY 2015, the Des Moines Area MPO was awarded \$75,000 from the Wellmark Foundation support complete street efforts. The goal of the funding was to promote active transportation which would help improve public health. Funding from the Wellmark Foundation was set aside for project implementation and was matched with in-kind staff support from the Des Moines complete street research, analysis, and policy development. In FY 2016, the Wellmark Foundation grant helped to fund six quick-start implementation projects, and the Des Moines Area MPO's policy efforts helped aid the adoption of more local complete street policies by MPO member communities. Projects funded with the Wellmark Foundation grant were

implemented in FY 2016 and FY 2017, and the Des Moines Area MPO will continue working with local communities on the adoption of complete street policies.

In FY 2016, the Des Moines Area MPO was awarded an additional round of \$75,000 in Wellmark Foundation funding. For this round, the Des Moines Area MPO has partnered with the Des Moines Public School District, the City of Des Moines, the Iowa Department of Public Health, and the Healthiest State Initiative to pursue Safe Routes to School solutions around three Des Moines schools. The team also attended a Step It Up Challenge event in Atlanta as part of this project. Work on this project will continue through FY 2018.

In FY 2018 the Des Moines Area MPO intends to build on the success of these two project. Due to the success of the initial complete streets quick-start project with the initial round of Wellmark funds, the Des Moines Area MPO will seek to develop a second round using a portion of its TMA funding. The Des Moines Area MPO also will seek to do more holistic Safe Routes to Schools planning for school districts in the region.

Also in FY 2018, with use of the National Household Travel Survey (NHTS) data, the Des Moines Area MPO plans to develop a public health/transportation model. This type of model, which will be similar to those used at other MPOs in the country, will help demonstrate the public health impacts of transportation decisions.

Freight System Enhancement

Freight stakeholders have worked over the past few years to study the need for additional freight facilities in the metro area. In FY 2015, the Des Moines Area MPO commissioned the Des Moines Area Rail Port Study, which identified the feasibility of a transload facility along the Southeast Connector in Des Moines. In FY 2017, the Des Moines Area MPO continued assisting stakeholders to pursue the facility's construction. The Des Moines Area MPO also worked with CyBiz Labs at Iowa State University to develop a shipping container tracking website. The website launched publicly at the end of FY 2017, and the Des Moines Area MPO and CyBiz will continue will continue marketing and supporting the website in FY 2018.

Environmental Health

The Des Moines Area MPO has become more involved in environmental-related initiatives in recent years and will continue to support these efforts in FY 2018. Over the last few years, the Des Moines Area MPO participated in activities of Watershed Management Authorities, directly leading efforts for the Walnut Creek Watershed and helping to facilitate regional coordination among the watershed management authorities. In FY 2017, the Polk Soil and Water Conservation District, the organization tasked with overseeing the administration of the existing WMAs in the Des Moines region, contracted with the Des Moines Area MPO for continued policy and facilitation support. This support will continue through FY 2018.

The Des Moines Area MPO also has worked through its Environment Roundtable to bring

environmental-related best-practices to its member governments. Examples include green streets, resource protection, and flood mitigation policies. These activities will continue throughout FY 2018.

In FY 2015 the Iowa Department of Natural Resources (IDNR) contracted with the Des Moines Area MPO to develop a water trails plan for Des Moines metropolitan area. This plan will identify opportunities for increased water access and enhancing citizen experiences in and along urban water ways. The Greater Des Moines Water Trails and Greenways Plan was adopted by the Des Moines Area MPO in November 2016. The Des Moines Area MPO now is pursuing an engineering feasibility study to help refine costs for the plan's recommendations; this study will begin in the second half of FY 2017 and continue through FY 2018.

Data Collection, Analysis, and Modeling

The Des Moines Area MPO continues to expand its capabilities for collecting and analysis data to support the planning process. In FY 2016 and continuing through FY 2017, the Des Moines Area MPO participated in the NHTS Add-On Program. This program, administered through FHWA, will provide the Des Moines Area MPO will a wealth of data related to travel patterns in the metropolitan area. In particular, this data will support the region's travel demand model, which the Des Moines Area MPO continues to refine. In FY 2018, the Des Moines Area MPO will work to analyze data from the NHTS and incorporate this data into its planning process and travel demand model.

With performance measure requirements prescribed in Moving Ahead for Progress in the 21st Century (MAP-21) that have continued in the FAST Act, the Des Moines Area MPO has placed increased emphasis on data collection and analysis. The Des Moines Area MPO produces data reports on a monthly basis and will continue doing so through FY 2018.

Corridor Studies and Major Projects

The Des Moines Area MPO and its member governments routinely engage in sub-area and corridor studies for both new transportation facilities and improvements to existing facilities. Activities outlined in this UPWP related to long-range planning, data collection and analysis, travel demand modeling, and project programming, among others, help support these studies. Studies of regional significance that are ongoing or anticipated for FY 2018 include the following:

- Iowa Highway 141 Interchange Study – analysis of operational improvements surrounding the Iowa Highway 141 and I-80/35 interchange in Urbandale and Grimes;
- Hickman Corridor – determine the need for operational and design changes to the Hickman Road corridor west of I-35/80;
- Hickman Road Interchange Operations Study – analysis of reconfiguration of the Hickman Road I-35/80 interchange in Clive to a diverging diamond interchange;

- First Street Interchange Operations Study – analysis of reconfiguration of the First Street I-35 interchange in Ankeny to a diverging diamond interchange;
- US 65/Iowa 5 Interstate Designation – effort to designate the US 65/Iowa 5 corridor between I-80 near Altoona and I-35 near West Des Moines to an interstate;
- Rapid Transit – planning for rapid transit services in the metro and entry into project development phase of FTA New Starts process; and,
- Passenger Rail Service Development – feasibility study and environmental review for intercity rail service between Chicago and Omaha via Des Moines.

Transportation Legislation and Funding

The Des Moines Area MPO is charged with providing a forum for its member governments to make decisions on how to use limited funding available for transportation. Legislation at the state and federal level affects the amount and type of funding available to the Des Moines Area MPO and its member governments, as well as the planning requirements that must be followed in order to use this funding. In 2012, Congress passed a new federal transportation bill, MAP-21. MAP-21 required that MPOs implement a performance-based planning process when making decisions on transportation investments. Failure to meet established performance targets, which will be set with by MPOs in consultation with state DOTs, could lead to decreased federal funding. MAP-21 has been superseded by the FAST Act, yet performance measure requirements were retained in the new bill. As performance measure regulations are finalized the Des Moines Area MPO must ensure that it adapts to this performance-based process. Mobilizing Tomorrow included performance measures that likely will be required and the Des Moines Area MPO's funding guidelines were adjusted accordingly. However, the Des Moines Area MPO will continue to monitor requirements and make adjustments to review its funding guidelines as necessary.

The Des Moines Area MPO must also stay abreast of state and federal transportation funding programs. The national TIGER program is one example of funding available to the Des Moines Area MPO and its member governments for transportation improvements. Because these funding opportunities are limited, the Des Moines Area MPO must work to ensure any projects that are submitted for applications are of the highest priority to the region, are justified through sound planning practices, and are included or amended into the Des Moines Area MPO's long-range transportation plan and Transportation Improvement Program.

Planning Activities

This section details the planning activities that the Des Moines Area MPO will be involved in throughout FY 2018. There are seven main work tasks, each of which corresponds to a Mobilizing Tomorrow goal, one of the ten planning factors, or a federal planning requirement. Figure 4 below summarizes these relationships. An additional task not shown in this figure, which does not use federal funds, reflect contracted planning assistance provided to other organizations.

		Task 1	Task 2	Task 3	Task 4	Task 5	Task 6	Task 7
		Long-Range Planning	Multimodal Planning	Public Involvement	Integrated Planning	Funding	Technical Support and Services	Program Administration
Mobilizing Tomorrow Goals	Manage and optimize transportation infrastructure and services	X				X	X	X
	Enhance multimodal transportation options		X			X	X	X
	Improve the region's environmental health				X	X	X	X
	Further the health, safety, and well-being of all residents in the region	X	X	X	X	X	X	X
Planning Factors	Support economic vitality	X	X		X	X	X	X
	Increase safety of the transportation system	X				X	X	X
	Increase the security of the transportation system	X			X	X	X	X
	Increase the accessibility and mobility of people and for freight		X			X	X	X
	Protect and enhance the environment and promote conservation				X	X	X	X
	Enhance the integration and connectivity of the system across and between modes		X			X	X	X
	Promote efficient system management and operations	X				X	X	X
	Emphasize the preservation of the existing transportation system	X				X	X	X
	Improve resiliency and reliability and reduce/mitigate stormwater impacts				X	X		
	Enhance travel and tourism	X	X		X	X	X	
MPO Requirements	Long-Range Transportation plan	X					X	X
	Transportation Improvement Program					X		X
	Unified Planning Work Program							X
	Public Participation Plan			X				X
	Passenger Transportation Plan		X				X	X
	Congestion Management Process	X					X	X
	Award Federal Funding					X		X
	Decision Making Structure							X

FIGURE 4: Des Moines Area MPO Activities and Requirements

Task 1: Long-Range Planning

Objective: Maintain and update a long-range transportation plan that reflects the region's vision and goals, is supported with best practices and the latest available data, and it financially constrained. Manage and optimize transportation infrastructure and services.

Cost Summary

Personnel Costs	Other Direct Costs	Indirect Costs	Total Costs	Staff Hours
\$125,508	\$0	\$63,698	\$189,206	2,060

FY 2017 Major Accomplishments

- Continued developing monthly reports analyzing performance measure data
- Provided support for transportation system improvements (IJRs and corridor studies)
- Updated ITS Architecture
- Participated in the Transportation For America Leadership Academy to learn best practices on performance measures and long-range transportation plan development
- Began update of Mobilizing Tomorrow

FY 2018 Schedule of Activities & Work Products

Description	1st Quarter (July-Sept)	2nd Quarter (Oct-Dec)	3rd Quarter (Jan-Mar)	4th Quarter (Apr-June)
Monitor growth projections			X	
Administer changes to the Federal Functional Classification System		X		
Annual travel time survey				X
Integrate new MAP-21 performance measure rules on congestion into the planning process	X	X		
Review and analyze data related to identified performance measures	X	X	X	X
Update <i>Mobilizing Tomorrow</i>	X	X	X	X
Convene the Traffic Management Advisory Committee to discuss issues related to traffic management and operations	X	X	X	X
Develop a vision for the integration of Smart City technology into the transportation system	X	X		
Support the western suburbs' regional traffic signal operation coordination program	X	X		
Continue supporting transportation system improvements (IJRs and corridor studies)	X	X	X	X
Conduct pavement forecasting and analysis for member communities			X	
Conduct pavement analysis on the regional trail system	X			X
Coordinate traffic counting programs	X	X	X	X
Conduct a regional parking study	X	X		
Analyze planned improvements scheduled for the next few years to help plan project phasing, lane closures, etc., to limit traffic disruption	X			

Task 2: Multimodal Planning

Objective: Provide support to expand multimodal transportation options in the region to increase the mobility of people and freight.

Cost Summary - MPO

Personnel Costs	Other Direct Costs	Indirect Costs	Total Costs	Staff Hours
\$89,118	\$27,500	\$45,230	\$161,847	1,602

FY 2017 Major Accomplishments

- Updated bicycle and pedestrian facilities inventory map
- Trail counting summary report;
- Promoted complete streets and assisted communities with the adoption of policies
- Promoted best practices in bicycle and pedestrian facility design
- Educated membership on issues such as protected bike lanes;
- Worked with Des Moines to develop a transload facility
- Worked with ISU's CyBiz Lab to develop container inventory information
- Supported the TAG and human service/transportation coordination efforts
- Continued Transportation Management Association (TMA) activities

FY 2018 Schedule of Activities & Work Products

Description	1st Quarter (July-Sept)	2nd Quarter (Oct-Dec)	3rd Quarter (Jan-Mar)	4th Quarter (Apr-June)
Work with member communities, as requested, on expanding on-street bicycle facilities	X	X	X	X
Continue to assist communities with the adoption of complete street policies	X	X	X	X
Update the CONNECT Bicycle and Pedestrian Plan	X			
Work with member communities to develop a plan for regional trail maintenance			X	X
Assist DART with the update to DART Forward 2035, as needed	X			
Coordinate with the City of Des Moines on development of a transload facility in Des Moines	X	X		
Continue to work with the TAG to identify transportation issues for traditionally underserved populations	X	X	X	X
Update the Passenger Transportation Plan,		X	X	
Market and maintain the container coordination website	X	X		
Work with the Greater Des Moines Partnership to update the Port Des Moines website to host information on goods movement and freight resources in the metro		X		
Engage school districts in Safe Routes to Schools plans	X	X	X	X
Work with alternative transportation stakeholders to market services as part of the TMA	X	X	X	X
Develop a bike/ped count program for the metro		X		
Develop a more formal trail count program for central Iowa	X			
Conduct a mini-grants program for complete streets		X	X	
Work with neighborhood associations on Smart Trips programs			X	X

Multimodal Planning Projects and Costs of Note**Transportation Management Association Activities**

The Transportation Management Association (TMA) helps advocate alternative transportation options to residents and employers with the goal of reducing single occupant commutes. In 2014, the Des Moines Area MPO took over TMA activities from the Downtown Community Alliance. The Des Moines Area MPO traditionally funds TMA activities with \$95,000 in Surface Transportation Program (STP) funds. Efforts from organizations like the Des Moines Area Regional Transit Authority (DART) are also included as part of the TMA activities and provide the local support to match the STP funds.

The estimated cost of the TMA program is \$237,500. Both STP and local, in-kind funds will support a variety of projects. Note that TMA projects are spread among Work Elements 2, 3, 4, 6, and 7. The TMA programs is generally divided among the following tasks:

- \$47,500 in in-kind services from DART for ongoing advertising
- \$25,000 in staff costs (approximately 320 hours)
- \$165,000 in other direct costs (sponsorships, programs, training, marketing)

The \$25,000 in staff hours, \$15,000 for Bike Month sponsorship, \$10,500 of DART advertising, and the Freight Container Coordination Project (described below) are TMA costs associated with Work Element 2.

Freight Container Coordination Project

In Iowa, much of the freight that is imported by container is returned empty to its origin terminal or depot, known as deadhead trip. Likewise, companies wishing to export goods by container must deadhead an empty container to a location where it can be loaded and shipped back out. The potential exists to reduce deadhead in Iowa by reviewing publicly available data and making it easy to access so that exporting companies can find available containers and reduce inefficient deadhead miles. The majority of container information is already publically available because companies must report shipping information to the federal government. However, much of this information is decentralized and must be accessed through various departmental sites.

The Des Moines Area MPO has partnered with the Iowa State University's College of Business CyBiz Lab, which allows businesses, startups, and non-profits to use cross-functional teams of students to work on business and organizational projects. The objective of this project is to provide the information necessary to Iowa exporters so that deadhead miles in Iowa are drastically reduced. Deliverables for the project are in two parts. Part 1 is the identification of relevant freight data which has been reduced to only the necessary information. Part 2 is the creation of a website/online portal where interested parties can go to review up-to-date container data. Parts 1 and 2 were completed in FY 2017. In FY 2018 the project will be rolled out publicly for use. Costs associated with the project are approximately \$2,000 for data purchasing beyond the current data contract, which will go until February 2018.

Task 3: Public Involvement

Objective: Engage the public, the media, and other stakeholders in the Des Moines Area MPO's planning process.

Cost Summary

Personnel Costs	Other Direct Costs	Indirect Costs	Total Costs	Staff Hours
\$156,070	\$35,000	\$79,209	\$270,279	2,436

FY 2017 Major Accomplishments

- Updated the Des Moines Area MPO website
- Publish press releases and public notices
- Hosted public input meetings
- Engaged news media in activities
- Published periodic reports on performance measures and other topics
- Hosted guest lecturers as part of a speakers series
- Updated the Public Participation Plan and developed Language Assistance Plan

FY 2018 Schedule of Activities & Work Products

Description	1st Quarter (July-Sept)	2nd Quarter (Oct-Dec)	3rd Quarter (Jan-Mar)	4th Quarter (Apr-June)
Update the Des Moines Area MPO website	X	X	X	X
Monitor and update social media	X	X	X	X
Publish press releases and public notices	X	X	X	X
Host public input meetings	X	X	X	X
Engage news media in activities	X	X	X	X
Publish periodic reports on performance measures and other topics	X	X	X	X
Host guest lecturers as part of a speaker series	X	X	X	X
Update public participation plan to reflect new engagement activities	X	X	X	X
Develop the FY 2017 Annual Report	X			
Develop and offer mini-workshops on relevant topics to MPO members and other organizations	X	X	X	X
Develop strategic communications to member governments, public, and media	X	X	X	X

Public Involvement Projects and Costs of Note

The Des Moines Area MPO conducted a Speakers Series for the last several years and will continue to do so in FY 2018 as part of the TMA program. \$30,000 is budgeted for speaker-related costs, of which \$10,000 will be provided from the Iowa Department of Public Partnerships with other agencies and sponsorship opportunities also will be pursued to help offset speaker costs. \$5,000 of DART advertising will serve as the in-kind match.

Task 4: Integrated Planning

Objective: Integrate land use, environmental protection, public health, social justice, and other related factors into the planning process to ensure the successful implementation *Mobilizing Tomorrow*, promote the adoption of best practices, and understand the impact various factors have on transportation.

Cost Summary

Personnel Costs	Other Direct Costs	Indirect Costs	Total Costs	Staff Hours
\$196,935	\$100,000	\$99,950	\$396,885	3,035

FY 2017 Major Accomplishments

- Participated in three watershed management authorities
- Developed a Council of Watershed Management Authorities
- Developed the Greater Des Moines Water Trails and Greenways Plan
- Partnered with public health organizations to support healthy transportation options and planning practices
- Provided technical assistance to partner agencies in the fields of health, social justice, and development
- Awarded Wellmark Foundation funding to complete street projects
- Reviewed development proposals, as requested
- Provided guidance and information for comprehensive plans, as requested

FY 2018 Schedule of Activities & Work Products

Description	1st Quarter (July-Sept)	2nd Quarter (Oct-Dec)	3rd Quarter (Jan-Mar)	4th Quarter (Apr-June)
Continue promoting best planning practices	X	X	X	X
Continue participation in watershed management	X	X	X	X
Develop a public health/transportation model		X	X	
Update social justice degrees of disadvantaged areas, as needed			X	
Conduct health impact assessments on projects/plans	X	X	X	X
Continue to work on the Step It Up Challenge with Des Moines schools	X	X		
Work with member communities and other stakeholders to review and update roadway design standards	X	X	X	
Review corridor studies for best practices		X		
Conduct development impact assessments, as needed	X	X	X	X
Continue to assist member communities with comprehensive plans, as requested	X	X	X	X
Refine a fiscal impact model to help communities evaluate development decisions	X	X		
Work with the regional service providers and utility providers to coordinate utility and transportation projects			X	X

Integrated Planning Projects and Costs of Note

Step It Up Challenge

The Des Moines Area MPO has partnered with the Des Moines Public School District, the City of Des Moines, the Iowa Department of Public Health, and the Healthiest State Initiative to pursue Safe Routes to School solutions around three Des Moines schools. This team will work with the schools to identify infrastructure improvements necessary to help increase the number of children walking or biking to school. A Wellmark Foundation award of \$75,000 will be used to help make these infrastructure improvements.

Capital Crossroads

Capital Crossroads is a regional strategic vision plan for Central Iowa. Originally developed in 2011, the plan was recently updated in 2017. The MPO has been a primary funder of the plan and its implementation from the beginning, as many of the plan's recommended projects relate to providing adequate infrastructure necessary to support the economy, providing recreational amenities such as trails, and providing multimodal transportation options for environmental protection and workforce attraction. These efforts fall within the TMA program. \$20,000 in funding will be used to support Capital Crossroads implementation, to be matched with \$5,000 in DART in-kind advertising.

Task 5: Funding

Objective: Award transportation funding and develop, monitor, and maintain the Transportation Improvement Program.

Cost Summary

Personnel Costs	Other Direct Costs	Indirect Costs	Total Costs	Staff Hours
\$42,786	\$0	\$21,715	\$64,502	850

FY 2017 Major Accomplishments

- Solicited, scored, and awarded FFY 2021 STBG and Set-Aside funding
- Developed and approved the *FFY 2017-2020 Transportation Improvement Program*, as necessary
- Amended the *FFY 2017-2020 Transportation Improvement Program*, as necessary
- Began development of the *FFY 2018-2021 Transportation Improvement Program*
- Offered letters of support for various grant programs such as RISE and ICAAP funds
- Met with the Funding Task Force to explore opportunities for additional transportation funding
- Educated member communities on state and federal legislation that impact transportation funding
- Solicited updates for the priority transportation project list for the Greater Des Moines Partnership's Policy Book

FY 2018 Schedule of Activities & Work Products

Description	1st Quarter (July-Sept)	2nd Quarter (Oct-Dec)	3rd Quarter (Jan-Mar)	4th Quarter (Apr-June)
Review and update STBG Funding Guidelines, as needed	X			
Work with member communities and the Iowa DOT to process state-federal funding swaps, pending legislation	X	X		
Solicit, score, and award FFY 2022 STP funding		X	X	
Finalize and approve the <i>FFY 2019-2022 Transportation Improvement Program</i>			X	X
Develop and approve the <i>FFY 2019-2022 Transportation Capital Improvement Program</i> that lists non-federally funded projects				X
Offer letters of support for funding programs	X	X	X	X
Work with member communities on future TIGER applications	X			X
Solicit and score complete street tactical starts projects			X	X
Solicit updates for the priority transportation project list for the Greater Des Moines Partnership's Policy Book		X	X	

Task 6: Technical Support and Services

Objective: Support planning activities with data collection and analysis, mapping, technical writing, and modeling.

Cost Summary

Personnel Costs	Other Direct Costs	Indirect Costs	Total Costs	Staff Hours
\$105,899	\$78,750	\$53,747	\$238,396	1,935

FY 2017 Major Accomplishments

- Conducted data collection and analysis related to transportation performance measures
- Developed interactive maps to convey data to members and the public
- Update the regional travel demand model
- Developed maps
- Updated Federal Functional Classification System maps
- Developed a fiscal impact model and worked with member communities on its use
- Worked with the Cities of Windsor Heights and Carlisle on sidewalk ordinances

FY 2018 Schedule of Activities & Work Products

Description	1st Quarter (July-Sept)	2nd Quarter (Oct-Dec)	3rd Quarter (Jan-Mar)	4th Quarter (Apr-June)
Continue to conduct data collection analysis related to performance measures such as vehicle miles traveled, pavement condition, bridge condition, safety, congestion, etc.	X	X	X	X
Update and improve interactive mapping capabilities, including web-based mapping and story maps	X	X	X	X
Produce travel model outputs based on scenarios requested by member communities	X	X	X	X
Analyze NHTS Add-On program data	X	X		
Continue to update the regional travel demand model with assistance from the Iowa DOT and project consultants. Work will include integration of 2016 National Household Travel Survey Add-On program data, updates to the transportation network, and updates to socioeconomic data	X	X	X	X
Collect data necessary for and research steps required for the development of additional models, such as a land use scenario model, fiscal impact models, and public health models	X	X		
Update REMI, census, and other socioeconomic data as it becomes available	X	X	X	X
Provide analytic support to member communities as requested	X	X	X	X
Provide grant writing assistance to communities as requested	X	X	X	X
Provide general planning assistance to communities as requested (e.g., assist in plan development, provide data, review plans, serve on steering committees, etc.)	X	X	X	X
Print and/or develop maps as requested by member communities or partner agencies	X	X	X	X
Continue to update Federal Functional Classification System maps	X			

Technical Support & Services Projects and Costs of Note

TMA-Related Efforts

As part of the TMA program, the MPO intends to undertake the following activities within Work Element 6. These will be supported with \$15,750 in DART in-kind advertising.

- **Travel Demand Model Consulting:** The MPO will continue to retain Travel Demand Model consulting services at a cost of \$25,000. In FY 2018, this assistance will be used in particular to help make updates related to the 2016 National Household Travel Survey, to assist with the long-range plan update, and to integrate a public-health component to the model. Each of these will be useful in modeling multimodal transportation options.
- **Bike Counters:** The MPO plans to purchase on-street bike counters at a cost of \$23,000. These counters will be placed at strategically identified locations as part of an initial phase of collecting data on on-street bicycle usage throughout the metro. Understanding usage will help the MPO and its members make better decisions on where to place future on-street facilities.
- **Data Bike Maintenance:** The MPO is launching a Data Bike in late FY 2017 to help collect information about the trail system, including pavement condition. The MPO anticipates \$15,000 in FY 2018 costs to maintain software necessary for pavement analysis and forecasting.

Community Planning Assistance

The Des Moines Area MPO staff offers community planning assistance to local governments and other organizations in the planning area. The following menu of services describes types of assistance offered along with fees.

Menu of Services

Service	Description	Fee
Map Making		
36" x 36" map with existing data*	MPO staff prints map already on file	\$15/map*
36" x 36" with new data**	MPO staff must prepare a map with new data; fee reflects printing cost and map preparation time	\$75/hour + \$15/map**
Develop new map (no printing)**	Fee reflects map preparation time	\$65/hour**
Grant Services		
Grant writing*	MPO staff prepares grant application	\$75/hour*
Grant administration***	MPO staff administers grant award, files reports required by funding agency, and so forth	5-10% of grant award***
Planning Assistance**	MPO staff available to MPO member governments and non-member agencies for activities beyond the FY 2018 UPWP scope	\$75/hour**

* Services are provided free to member communities at MPO staff discretion

** No charge for services provided to member communities estimated to take less than 10 hours of MPO staff time

*** Fee is applicable if administration funding is not provided or is not sufficient to cover costs associated with grant administration

Task 7: Program Administration

Objective: Support ongoing regional planning activities by offering professional staff services and committee support, administering the work program and budget, and execute agreements with partner agencies.

Cost Summary

Personnel Costs	Other Direct Costs	Indirect Costs	Total Costs	Staff Hours
\$224,801	\$56,250	\$114,092	\$395,143	3,327

FY 2017 Major Accomplishments

- Amended and revised, as necessary, the FY 2017 UPWP
- Completed and approved the FY 2018 UPWP
- Prepared monthly reimbursement requests to the Iowa DOT
- Prepared agendas and materials for committees, roundtables, and working groups
- Assisted representatives, as needed
- Provided staff support for meetings and other activities
- Monitored federal requirements
- Provided general administrative staff support
- Processed purchase orders, accounts payable, and accounts receivable
- Handled benefits administration for staff
- Administered checking and savings accounts
- Complied with state laws regarding agenda publications, public notices, and so forth
- Filed regular lobbyists reports, as needed
- Processed insurance renewals
- Performed staff evaluations
- Hired staff, as needed
- Completed annual audit
- Executed funding agreements with the Iowa DOT, CIRTPA, and other partner agencies
- Purchased office equipment
- Collaborated with various vendors
- Maintained office IT network
- Initiated organizational strategic planning
- Hired outside legal counsel for review of legal contracts, organizational agreements, and to help assure the organization adheres to all applicable state and federal rules and regulations
- Changed payroll services
- Began development of an organizational strategic plan

FY 2018 Schedule of Activities & Work Products

Description	1st Quarter (July-Sept)	2nd Quarter (Oct-Dec)	3rd Quarter (Jan-Mar)	4th Quarter (Apr-June)
Amend the FY 2018 UPWP, as needed	X	X	X	X
Complete and approve the FY 2019 UPWP			X	X
Continue contracting for outside legal counsel for review of legal contracts, organizational agreements, and to help assure the organization adheres to all applicable state and federal rules and regulations	X	X	X	X
Continue organizational strategic planning	X	X		
Prepare monthly reimbursement requests to the Iowa DOT	X	X	X	X
Prepare agendas and materials for committees, roundtables, and working groups	X	X	X	X
Assist representatives, as needed	X	X	X	X
Provide staff support for meetings and other activities	X	X	X	X
Monitor federal requirements	X	X	X	X
Provide general administrative staff support	X	X	X	X
Process purchase orders, accounts payable, and accounts receivable	X	X	X	X
Handle benefits administration for staff	X	X	X	X
Administer checking and savings accounts	X	X	X	X
Comply with state laws regarding agenda publications, public notices, and so forth	X	X	X	X
File regular lobbyists reports, as needed	X	X	X	X
Process insurance renewals	X	X	X	X
Perform staff evaluations				X
Hire staff, as needed	X	X	X	X
Complete annual audit			X	
Execute funding agreements with the Iowa DOT, CIRTPA, and other partner agencies				X
Purchase office equipment	X	X	X	X
Collaborate with various vendors	X	X	X	X
Maintain office IT network	X	X	X	X

Administration Projects and Costs of Note
Strategic Plan

The Des Moines Area MPO entered into a contract with State Public Policy Group to help develop a strategic plan for the organization in February 2017. This strategic plan will be completed by September 2017. Consultant costs associated with the strategic plan in FY 2018 are anticipated to be approximately \$45,000. These costs will be part of the TMA program, as the strategic plan will help the MPO refine its scope, which will include future administration of the TMA program. This cost will be matched by \$11,250 in DART in-kind advertising.

Task 8: CIRTPA

Objective: Provide staffing assistance, via contract, to the Central Iowa Regional Transportation Planning Alliance (CIRTPA). Please see the CIRTPA's *Fiscal Year 2017 Unified Planning Work Program* and Budget for a full list of work activities.

Cost Summary - CIRTPA

Personnel Costs	Other Direct Costs	Indirect Costs	Total Costs	Staff Hours
\$63,793	\$0	\$32,377	\$96,170	1,227

Contracted Services Projects Description

The Des Moines Area MPO has for many years contracted with CIRTPA to provide transportation planning assistance, including development of required documents such as the Transportation Improvement Program, Long-Range Transportation Plan, Unified Planning Work Program, and Public Participation Plan.

Task 9: Contracted Services

Objective: Provide staffing assistance, via contract, to numerous organizations for activities including watershed management, water trails, and community comprehensive planning. Projects included in this task do not use any DOT or Des Moines Area MPO member assessment funding.

Cost Summary – Watershed Management

Personnel Costs	Other Direct Costs	Indirect Costs	Total Costs	Staff Hours
\$6,201	\$0	\$3,147	\$9,349	128

Polk Soil and Water Conservation District (PSWCD) contracted with the Des Moines Area MPO in February 2017 to continue offering policy and facilitation assistance on watershed management issues. PSWCD uses the Des Moines Area MPO as a forum to more easily reach the communities in the central Iowa area and work with Des Moines Area MPO staff to develop policies and ordinances that will help implement watershed management plans.

Cost Summary – Water Trails

Personnel Costs	Other Direct Costs	Indirect Costs	Total Costs	Staff Hours
\$7,822	\$500,000	\$3,970	\$511,791	123

For the last several years the Des Moines Area MPO has worked under contract from the Iowa Department of Natural Resources (Iowa DNR) to develop the Greater Des Moines Water Trails and Greenways Plan. With the plan completed in November 2016, the Des Moines Area MPO has worked with local stakeholders and member communities to raise approximately \$500,000 in funding for a Phase 1 Engineering Study. This study will examine the feasibility and costs associated with both the remediation of dams in downtown Des Moines as well as the implementation of the Greater Des Moines Water Trails and Greenways Plan's recommendations throughout the region. The Iowa DNR has contracted again the Des Moines Area MPO to provide funding to oversee this engineering study. Approximately \$12,000 in costs in Des Moines Area MPO staff time will occur in FY 2018.

Cost Summary – Indianola Comprehensive Plan

Personnel Costs	Other Direct Costs	Indirect Costs	Total Costs	Staff Hours
\$10,486	\$0	\$5,322	\$15,807	258

In FY 2017 the City of Indianola reached out to the Des Moines Area MPO to request assistance in the update of its comprehensive plan. The community sought out the Des Moines Area MPO's assistance, versus performing activities in-house or via a consultant, due the community's relatively smaller size and budget. The Des Moines Area MPO specifically was approached given the lack of regional planning assistance options available within central Iowa.

Cost Summary – Melcher/Dallas Comprehensive Plan

Personnel Costs	Other Direct Costs	Indirect Costs	Total Costs	Staff Hours
\$2,271	\$0	\$1,153	\$3,424	67

Melcher/Dallas reached out to the Des Moines Area MPO in FY 2016 to request assistance in developing a comprehensive plan and updating their zoning ordinance. The community sought out the Des Moines Area MPO's assistance, versus performing activities in-house or via a consultant, due the community's relatively smaller size and budget. The Des Moines Area MPO specifically was approached given the lack of regional planning assistance options available within central Iowa. The project began in FY 2017 and will conclude in FY 2018.

Budget and Cost Allocation Plan

The Des Moines Area MPO develops and submits a Cost Allocation Plan (CAP) to the Iowa DOT during the development of the fiscal year budget. The CAP is the basis of assigning costs equitably to all work program elements during the fiscal year. Under the CAP, the total costs assigned to each work program element are comprised of both direct and indirect costs. All direct and indirect costs are further identified by personnel and non-personnel costs.

General Accounting Policies

This budget is to cover the period beginning July 1, 2017, and ending June 30, 2018. The Des Moines Area MPO's basis of accounting is a modified accrual basis.

The CAP addresses all elements of cost incurred by the Des Moines Area MPO and identifies shared costs that require allocation. The Des Moines Area MPO treats all personnel expenses as direct costs, and all general expenses as indirect costs. Therefore, a simplified allocation method has been used in allocating the indirect costs. The Des Moines area MPO maintains adequate internal controls to insure that no cost is charged both directly and indirectly to federal contracts or grants.

Each work element in the Des Moines Area MPO's work program is charged for direct personnel costs and for a proportion of the indirect costs for each work element.

Revenue

The Des Moines Area MPO's funds are generated through two primary sources: federal planning funds and local per capita assessments. The Des Moines Area MPO receives an annual allocation of federal planning funds, in the form of a federal grant, to complete the functions of an MPO as defined in 23 CFR.

Federal grants are eligible to cover up to 80-percent of the total costs, requiring the remaining 20-percent to be non-federal, matching funds. The Des Moines Area MPO assesses each of the MPO member governments in order to generate the match funds on a per capita basis.

The Des Moines Area MPO is also eligible to apply for various grants through a variety of different organizations. For example, in 2010 the Des Moines Area MPO has received federal funding administered through the US Department of Housing and Urban Development, and in 2014 the Des Moines Area MPO received funding from the WellMark Foundation.

Table 1. Fiscal Year 2018 Funding Sources Available

	Amount	Percent of Total
Federal DOT Funds		
Federal Highway Administration (FHWA – NEW)	\$710,178	30.17%
Federal Transit Administration (FTA 5305d NEW)	\$124,054	5.27%
FHWA – Carryover	\$8,425	0.36%
FTA – Carryover	\$0	0.00%
STBG – Carryover	\$95,000	4.04%
STBG – New	\$95,000	4.04%
Federal DOT Funds Subtotal	\$1,032,657	43.87%
Non-DOT Funds		
Member Government Assessments	\$530,825	22.55%
DART In-Kind for TMA Expenses	\$47,500	2.02%
Iowa Department of Public Health	\$10,000	0.42%
Wellmark Foundation Grant	\$75,000	3.19%
CIRTPA Contract	\$106,795	4.54%
PSWCD WMA Contract	\$10,000	0.42%
Iowa DNR (Water Trails - Staff)	\$12,000	0.51%
Iowa DNR (Water Trails - Consultants)	\$500,000	21.24%
Indianola Contract	\$16,770	0.71%
Melcher/Dallas Contract	\$12,500	0.53%
Non-DOT Funds Subtotal	\$1,321,390	56.13%
TOTAL	\$2,354,047	100.00%

Table 2. Member Government Assessments

Member	Assessed Population	TOTAL (\$1/capita)
Altoona	16,984	\$16,984
Ankeny	56,764	\$56,764
Bondurant	5,493	\$5,493
Carlisle	4,168	\$4,168
Clive	17,506	\$17,506
Cumming*	0	\$0
Dallas County**	2,172	\$2,172
DART	0	\$0
Des Moines	210,330	\$210,330
Grimes	11,853	\$11,853
Indianola*	0	\$0
Johnston	20,871	\$20,871
Madison County	0	\$0
Mitchellville	2,278	\$2,278
Norwalk	10,135	\$10,135
Pleasant Hill	9,314	\$9,314
Polk City	4,323	\$4,323
Polk County**	22,443	\$22,443
Urbandale	44,062	\$44,062
Van Meter*	0	\$0
Warren County**	4,137	\$4,137
Waukee	18,990	\$18,990
West Des Moines	64,113	\$64,113
Windsor Heights	4,889	\$4,889
TOTAL	530,825	\$530,825

*Note that for FY 2018, the Des Moines Area MPO used each community's Annual Census Estimate.

**County populations are only for the unincorporated areas within the MPO boundary. 2010 Census figures were used for FY 2018 for counties as Annual Census Estimates are not available for these geographies.

Expenses and Description of Cost Allocation Methodology

Each work element in the MPO's work program is charged for direct personnel costs and for a proportion of the indirect costs for the month.

Salaries and Wages

- Direct Costs – all Des Moines Area MPO employees directly charge their salary costs, as the work performed is identifiable to a specific work program element. The charges are supported by auditable time sheet reports that reflect the actual activities and hours of each employee.
- Indirect Costs – no employees charge their salary costs indirectly.
- Mixed Charges – no employees charge their salary costs to both direct and indirect activities.
- Paid Leave (vacation, sick leave, holiday pay, etc.) – is treated as a fringe benefit and not directly charged to programs when earned or taken.

Fringe Benefits

The Des Moines Area MPO's fringe benefits include non-salary, out of pocket employee expenses, including:

- Health care costs;
- Insurance and disability costs;
- Car allowance, longevity, deferred compensation, alternative transportation costs, education reimbursement, and professional membership dues;
- Paid leave (sick, vacation, holiday, etc.) and,
- Federal Insurance Tax (FICA), Federal Unemployment Tax (FUTA), and Iowa Public Employees' Retirement System (IPERS).

The MPO's accounting system tracks fringe benefit costs by individual employee and charges those costs, in the form of a fringe rate, directly to a work program element in the same manner as salary and wages. Paid leave (sick, vacation, holiday, etc.) are considered fringe benefit costs. Table 3 is a summary of employee benefits, and includes the established fringe rate.

Table 3. Summary of Employee Benefits

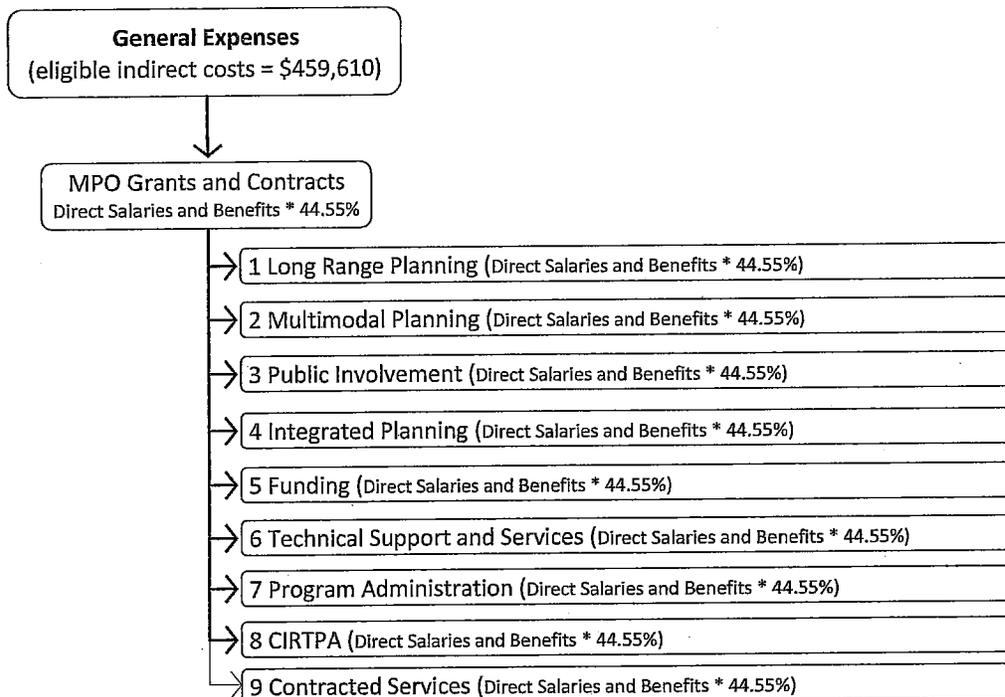
Category	Amount
Holiday Earned (88 hours per employee)	\$27,340
Vacation Leave (80, 120, Or 160 hours per employee)	\$33,005
Sick Leave Earned (96 hours per employee)	\$29,825
Personal Days Earned (24 hours per employee)	\$7,456
Subtotal	\$97,627
Health	\$191,153
Dental	\$12,168
Vision	\$2,538
Insurance	\$1,288
Disability	\$5,837
Subtotal	\$212,984
Car Allowance (\$500 per month)	\$6,000
Longevity	\$2,400
Education (\$1500 per employee)	\$4,500
Deferred Compensation (5% of annual salary)	\$33,642
DART Unlimited Access (flat fee)	\$1,500
Membership Dues (\$400 per employee)	\$3,600
Subtotal	\$51,642
FICA	\$49,475
FUTA	\$504
IPERS	\$57,707
Subtotal	\$107,686
TOTAL FRINGE BENEFITS	\$469,939
Allocation Base:	
Total Salaries	\$646,218
Less: Annual Paid Leave	\$97,627
Chargeable Salaries	\$548,591
Employee Fringe Benefit Rate	
Fringe Benefits	\$469,939
Allocation Base	\$548,591
FRINGE RATE	85.66%

General Expenses

The Des Moines Area MPO's general expenses are treated as indirect costs and pooled. Actual general expense costs are summarized each month and used to calculate an indirect rate. The costs are then charged to each work element in the Des Moines Area MPO's work program based on the indirect rate. General expense categories include:

- Rent
- Attorney
- Audit
- Dues/Memberships
- Computers/Software/IT
- Website
- Equipment
- Copier/Reproduction
- Insurance
- Maintenance
- Office Supplies
- Postage
- Subscriptions
- Telephone
- Travel
- Public notices
- Registrations
- Food
- Parking
- Mileage
- Meeting Rooms
- Payroll
- Lobbying

Not all general expense categories are deemed allowable federal costs. The Des Moines Area MPO has determined that only a portion of the Computer/Software costs and advertising costs are allowable costs. In addition, the Des Moines Area MPO has determined that Equipment and Lobbying costs are non-allowable federal costs, and will not charge these costs to a grant or contract.



Other Direct Costs

The FY 2018 budget includes other direct, non-personnel costs for specific work activities. These costs include:

- Strategic Plan consultant (\$45,000)
- Consultant services for portions of the Water Trails project (\$500,000)
- Bike counter purchases (\$23,000)
- Software maintenance for the data bike project (\$15,000)
- Bike Month sponsorship (\$15,000)
- Capital Crossroads sponsorship (\$20,000)
- Contracting with CyBiz Lab at Iowa State University for a container coordination project (\$2,000)
- Wellmark Foundation Step It Up project (\$75,000)
- Speaker series budget for speaking fees and travel accommodations (\$30,000)

These other direct costs are not used when determining the indirect cost rate and indirect costs are not applied to these activities.

Table 4. Statement of Projected Total Costs

Budget Category	Total Cost	Ineligible Indirect Costs	Eligible Indirect Costs	Direct Costs
Salaries	\$548,591	\$0	\$0	\$548,591
Wages	\$13,160	\$0	\$0	\$13,160
Fringe Benefits (85.66%)	\$469,939	\$0	\$0	\$469,939
Total Personnel Costs	\$1,031,690	\$0	\$0	\$1,031,690
Rent	\$122,950	\$0	\$122,950	\$0
Attorney	\$68,750	\$0	\$68,750	\$0
Audit	\$12,000	\$0	\$12,000	\$0
Dues/Memberships	\$12,000	\$0	\$12,000	\$0
Computers/Software	\$89,500	\$20,000	\$69,500	\$0
IT Network Services (ANT)	\$20,000	\$0	\$20,000	\$0
ISP (Alliance)	\$7,000	\$0	\$7,000	\$0
Website (NetIns)	\$2,000	\$0	\$2,000	\$0
Equipment	\$33,000	\$33,000	\$0	\$0
Reproduction	\$14,000	\$0	\$14,000	\$0
Copier Lease	\$22,000	\$0	\$22,000	\$0
Insurance	\$14,000	\$0	\$14,000	\$0
Maintenance	\$2,000	\$0	\$2,000	\$0
Office Supplies	\$12,200	\$0	\$12,200	\$0
Postage	\$7,000	\$0	\$7,000	\$0
Postage Lease	\$2,000	\$0	\$2,000	\$0
Publications	\$2,000	\$0	\$2,000	\$0
Telephone	\$3,000	\$0	\$3,000	\$0
Travel	\$30,000	\$0	\$30,000	\$0
Advertising	\$10,000	\$1,000	\$9,000	\$0
Registrations	\$10,000	\$0	\$10,000	\$0
Food	\$6,000	\$0	\$6,000	\$0
Parking	\$4,500	\$0	\$4,500	\$0
Mileage	\$3,500	\$0	\$3,500	\$0
Meeting Rooms	\$500	\$0	\$500	\$0
Payroll	\$3,510	\$0	\$3,510	\$0
Lobbying	\$10,000	\$10,000	\$0	\$0
TMA Program				
Travel Demand Model				
Consultant	\$25,000	\$0	\$0	\$25,000
DART In-Kind Advertising	\$47,500	\$0	\$0	\$47,500
Bike Counters	\$23,000	\$0	\$0	\$23,000
Data Bike Maintenance	\$15,000	\$0	\$0	\$15,000
Bike Month Sponsorship	\$15,000	\$0	\$0	\$15,000
Capital Crossroads				
Sponsorship	\$20,000	\$0	\$0	\$20,000
Strategic Plan Consultant	\$45,000	\$0	\$0	\$45,000
CyBiz Freight Project	\$2,000	\$0	\$0	\$2,000
Wellmark Step It Up	\$75,000	\$0	\$0	\$75,000
Water Trails Consultants	\$500,000	\$0	\$0	\$500,000
Total Non-Personnel Costs	\$1,321,110	\$64,000	\$459,610	\$797,500
TOTAL	\$2,352,800	\$64,000	\$459,610	\$1,829,190

The following table, Table 5, identifies the methodology used for projecting the annual indirect cost rate for purposes of developing the upcoming fiscal year's budget. As previously noted, the Des Moines Area MPO will calculate and adjust this indirect cost rate monthly to reflect both the incurred indirect costs and the incurred total direct salaries, wages, and fringe benefit costs for that specific month.

Table 5. Indirect Cost Rate Calculation

Eligible Indirect Costs	\$459,610
Total Direct Salaries, Wages, and Fringe Benefits	<u>\$1,031,690</u>
<i>Salaries</i>	\$548,591
<i>Wages</i>	\$13,160
<i>Fringe Benefits</i>	\$469,939
INDIRECT RATE	44.55%

Table 6. Summary of Projected Work Program Costs and Hours

Work Element	Total Costs	Direct Costs		Indirect Costs		Hours
		personnel	non-personnel	eligible	non-eligible	
1 Long-Range Planning	\$189,206	\$125,508	\$0	\$55,913	\$7,786	2,060
2 Multimodal Planning	\$161,847	\$89,118	\$27,500	\$39,701	\$5,528	1,602
3 Public Involvement	\$270,279	\$156,070	\$35,000	\$69,528	\$9,682	2,436
4 Integrated Planning	\$396,885	\$196,935	\$100,000	\$87,733	\$12,217	3,035
5 Funding	\$64,502	\$42,786	\$0	\$19,061	\$2,654	850
6 Technical Support and Services	\$238,396	\$105,899	\$78,750	\$47,177	\$6,569	1,935
7 Program Administration	\$395,143	\$224,801	\$56,250	\$100,147	\$13,945	3,327
8 CIRTPA	\$96,170	\$63,793	\$0	\$28,420	\$3,957	1,227
9.1 Watershed Management	\$9,349	\$6,201	\$0	\$2,763	\$385	128
9.2 Water Trails	\$511,791	\$7,822	\$500,000	\$3,485	\$485	123
9.3 Indianola	\$15,807	\$10,486	\$0	\$4,671	\$650	258
9.4 Melcher/Dallas	\$3,424	\$2,271	\$0	\$1,012	\$141	67
TOTAL	\$2,352,800	\$1,031,690	\$797,500	\$459,610	\$64,000	17,048

Table 7. Fiscal Year 2018 Budget By Agency

WORK ELEMENT	Des Moines Area Metropolitan Planning Organization (MPO)										
	US DOT Funds							Other Funds/Grants		Local Match (from MPO members)	MPO TOTAL
	FHWA PL Carryover	FTA 5303 Carryover	FHWA PL New	FTA 5305d New	STBG Carryover	STBG New	DOT Total	Amount	Source		
1. Long-Range Planning	\$1,148	\$0	\$96,843	\$16,916	\$0	\$0	\$114,907	\$0	-	\$74,299	\$189,206
2. Multimodal Planning	\$626	\$0	\$52,768	\$9,217	\$21,000	\$21,000	\$104,611	\$10,500	DART (in-kind advertising)	\$46,736	\$161,847
3. Public Involvement	\$1,429	\$0	\$120,426	\$21,036	\$10,000	\$10,000	\$162,891	\$15,000	Iowa Department of Public Health &	\$92,388	\$270,279
4. Integrated Planning	\$1,803	\$0	\$151,957	\$26,544	\$10,000	\$10,000	\$200,304	\$80,000	Wellmark Foundation & DART (in-kind)	\$116,581	\$396,885
5. Funding	\$392	\$0	\$33,014	\$5,767	\$0	\$0	\$39,173	\$0	-	\$25,329	\$64,502
6. Technical Support and Services	\$969	\$0	\$81,712	\$14,274	\$31,500	\$31,500	\$159,955	\$15,750	DART (in-kind advertising)	\$62,691	\$238,396
7. Program Administration	\$2,058	\$0	\$173,458	\$30,300	\$22,500	\$22,500	\$250,816	\$11,250	DART (in-kind advertising)	\$133,077	\$395,143
8. CIRTPA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$96,170	CIRTPA Contract	\$0	\$96,170
9.1 Watershed Management	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,349	PSWCD Contract	\$0	\$9,349
9.2 Water Trails	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$511,791	DNR Contract & Funding Partners	\$0	\$511,791
9.3 Indianola Comprehensive Plan	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,807	Indianola	\$0	\$15,807
9.4 Melcher/Dallas Comprehensive Plan	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,424	Melcher/Dallas	\$0	\$3,424
TOTAL FY 2018 BUDGET	\$8,425	\$0	\$710,178	\$124,054	\$95,000	\$95,000	\$1,032,657	\$769,042		\$551,101	\$2,352,800

Table 8. Projected Fiscal Year 2018 Balance Summary

Current Balance		
<u>Projected FY 2017 Balance (Fed)</u>	<u>\$0</u>	<u>FY 2017 UPWP Budget Balance Projection</u>
Local Funds - Operating Reserve	\$450,000	3 Month Operational Reserve
Local Funds - Other	\$691,868	Cash Balance
<u>Projected Local Cash Balance</u>	<u>\$1,141,868</u>	<u>MPO Cash Balance - estimated end FY 2017</u>
TOTAL	\$1,141,868	
Revenue - FY 2018		
Federal Highway Administration (FHWA – NEW)	\$710,178	Iowa DOT Correspondence Feb. 3, 2017
Federal Transit Administration (FTA 5303 NEW)	\$124,054	Iowa DOT Correspondence Feb. 3, 2017
FHWA – Carryover	\$8,425	Iowa DOT Correspondence Feb. 3, 2017
FTA – Carryover	\$0	Iowa DOT Correspondence Feb. 3, 2017
STP - Carryover	\$95,000	Iowa DOT Correspondence Feb. 3, 2017
STP - New	\$95,000	Iowa DOT Correspondence Feb. 3, 2017
<u>DOT Funds Subtotal</u>	<u>\$1,032,657</u>	
MPO Per Capita Assessment Income	\$530,825	Planning Area Population (530,825 * \$1.00)
TMA Activities (Work Elements 2, 3, 4, 6, 7)	\$47,500	DART In-Kind for TMA Expenses
Public Health Education (Work Element 3)	\$10,000	Iowa Dept of Public Health
Step It Up Challenge (Work Element 4)	\$75,000	Wellmark Step It Up
CIRTPA Administration (Work Element 8)	\$106,795	CIRTPA Contract
WMA Facilitation (Work Element 9.1)	\$10,000	PSWCD WMA Contract
Water Trails Study Facilitation (Work Element 9.2)	\$12,000	Iowa DNR (Water Trails - Staff)
Water Trails Study Passthrough (Work Element 9.3)	\$500,000	Iowa DNR (Water Trails - Consultants)
Indianola Comprehensive Plan (Work Element 9.4)	\$16,770	Indianola Contract
Melcher/Dallas Comprehensive Plan (Work Element 9.5)	\$12,500	Melcher/Dallas Contract
<u>Non-DOT Funds Subtotal</u>	<u>\$1,321,390</u>	
TOTAL	\$2,354,047	
Costs (Projections) - FY 2018		
DOT Program Cost	\$1,032,657	Work Elements 1 through 7 (only portion of 4)
TMA In-Kind Costs	\$47,500	TMA Activities (Work Elements 2, 3, 4, 6, 7)
Public Health Education	\$10,000	Public Health Education (Work Element 3)
Step It Up Challenge	\$75,000	Step it Up Challenge (Work Element 4)
CIRTPA Costs	\$96,170	CIRTPA Administration (Work Element 8)
WMA Facilitation	\$9,349	WMA Facilitation (Work Element 9.1)
Water Trails Study Facilitation	\$11,791	Water Trails Study Facilitation (Work Element 9.2)
Water Trails Study Passthrough	\$500,000	Water Trails Study Passthrough (Work Element 9.3)
Indianola Comprehensive Plan	\$15,807	Indianola Comprehensive Plan (Work Element 9.4)
Melcher/Dallas Comprehensive Plan	\$3,424	Melcher/Dallas Comprehensive Plan (Work Element 9.5)
Local Costs	\$551,101	Work Elements 1 through 7
TOTAL	\$2,352,800	
Surplus/Deficit - FY 2018		
Projected DOT Balance	\$0	<u>Available for Programming</u>
Projected Local Balance	\$1,247	<u>Cash Balance</u>
TOTAL	\$1,247	
Balance (Reserve) - End FY 2018		
Projected Balance (federal)	\$0	<u>Available for Programming</u>
Projected Local Balance - Operating	\$450,000	<u>3 Month Operating Reserve</u>
Projected Local (Other)	\$693,115	<u>Cash Balance</u>
<u>Projected Local Cash Balance</u>	<u>\$1,143,115</u>	
Total	\$1,143,115	

Appendix A: Committee Representation

MPO Policy Committee | Primary Representatives | Chair Tom Armstrong

<i>Representing</i>	<i>Name</i>	<i>Title</i>
City of Altoona	Jeremy Boka	Council Member
City of Altoona	Kyle Mertz	Council Member
City of Ankeny	David Jones	City Manager
City of Ankeny	Gary Lorenz	Mayor
City of Ankeny	Wade Steenhoek	Council Member
City of Bondurant	Brian Lohse	Mayor Pro Tem
City of Carlisle	Ruth Randleman	Mayor
City of Clive	John Edwards	Council Member
City of Clive	Ted Weaver	Council Member
City of Cumming+	David Chelsvig	Council Member
City of Des Moines	Chris Coleman	Council Member
City of Des Moines	Skip Moore	Council Member
City of Des Moines	Frank Cownie	Mayor
City of Des Moines	Scott Sanders	City Manager
City of Des Moines	Linda Westergaard	Council Member
City of Des Moines	Bill Gray	Council Member
City of Des Moines	Joe Gatto	Council Member
City of Des Moines	Matt Anderson	Assistant City Manager
City of Des Moines	Carl Metzger	Deputy City Manager
City of Grimes	Tom Armstrong	Mayor
City of Grimes	Jill Altringer	Mayor Pro Tem
City of Indianola+	Ryan Waller	City Manager
City of Johnston	Brian Laurenzo	Former Mayor
City of Johnston	Paula Dierenfeld	Mayor
City of Mitchellville	Jon Woods	Mayor
City of Norwalk	Stephanie Riva	Council Member
City of Pleasant Hill	Jeff Mullen	Council Member
City of Polk City	Gary Mahannah	City Administrator
City of Urbandale	Creighton Cox	Council Member
City of Urbandale	Mike Carver	Council Member
City of Urbandale	Robert Andeweg	Mayor
City of Van Meter+	Jake Anderson	City Manager
City of Waukee	Bill Peard	Mayor
City of Waukee	Tim Moerman	City Manager
City of West Des Moines	Russ Trimble	Council Member
City of West Des Moines	Steve Gaer	Mayor
City of West Des Moines	Tom Hadden	City Manager
City of West Des Moines	Rick Messerschmidt	Council Member
City of Windsor Heights	Diana Willits	Mayor
Dallas County	Mark Hanson	County Supervisor
DART	Elizabeth Presutti	General Manager
DSM++	Kevin Foley	Assistant Director
FHWA++	Darla Hugaboom	Community Planner
FTA++	Mark Bechtel	Region 7
HIRTA++	Julia Castillo	Executive Director
Iowa DOT++	Mike Clayton	District 1 Transportation Planner
Madison County+	Tom Leners	Madison County Development Group
Polk County	Tom Hockensmith	County Supervisor
Polk County	Angela Connolly	County Supervisor
Warren County	Dean Yordi	County Supervisor

+Associate, Non-Voting Member

++Advisory, Non-Voting Member

MPO Policy Committee | Alternate Representatives

Representing	Name	Title
City of Altoona	Skip Conkling	Mayor
City of Altoona	Vern Willey	Council Member
City of Ankeny	Mark Holm	Council Member
City of Ankeny	Vacant	-
City of Ankeny	Paul Moritz	Assistant City Manager
City of Bondurant	Mark Arentsen	City Administrator
City of Carlisle	Andrew Lent	City Administrator
City of Clive	Jeff May	Public Works Director
City of Clive	Jim Hagelie	Engineering Services Director
City of Cumming+	Ed Harken	Council Member
City of Des Moines	Mike Ludwig	City Planning Administrator
City of Des Moines	Kandi Reindl	Management Analyst
City of Des Moines	Jen Schulte	Government Relations Director
City of Des Moines	Laura Graham	Assistant to the City Manager
City of Des Moines	Chris Johansen	Assistant City Manager
City of Des Moines	Phil Delafield	Community Development Director
City of Des Moines	Erin Olson-Douglas	Economic Development Coordinator
City of Des Moines	Matt Anderson	Assistant City Manager
City of Des Moines	Terry Vorbrich	Economic Development Administrator
City of Grimes	Kelley Brown	City Administrator
City of Indianola+	Chuck Burgin	Community Development Director
City of Johnston	Gerd Clabaugh	Council Member
City of Johnston	Jim Sanders	City Administrator
City of Mitchellville	Laura Engler	Council Member
City of Norwalk	Luke Parris	City Planner
City of Pleasant Hill	Sara Kurovski	Mayor
City of Polk City	Jason Morse	Mayor
City of Urbandale	David McKay	Engineering and Public Works Director
City of Urbandale	AJ Johnson	City Manager
City of Urbandale	John Larson	Assistant Engineering Director
Van Meter+	Jake Anderson	City Administrator
City of Waukee	vacant	-
City of Waukee	Brad Deets	Director of Development Services
City of West Des Moines	Rick Messerschmidt	Council Member
City of West Des Moines	John Mickelson	Council Member
City of West Des Moines	Kevin Trevillyan	Council Member
City of Windsor Heights	Elizabeth Hansen	City Administrator
Dallas County	Brad Golightly	County Supervisor
DART	Jamie Schug	Chief Financial Officer/Planning Director
DSM++	Alan Graff	Director of Operations
FHWA++	Vacant	-
FTA++	Daniel Nguyen	Region 7
HIRTA++	Sarah Constable	Mobility Director
Iowa DOT++	Craig Markley	Director, Office of Systems Planning
Madison County+	Aaron Price	County Supervisor
Polk County	Mark Wandro	County Administrator
Polk County	Bob Brownell	County Supervisor
Warren County	Doug Shull	County Supervisor

+Associate, Non-Voting Member

++Advisory, Non-Voting Member

MPO Executive Committee | Chair Tom Armstrong

<i>Representing</i>	<i>Name</i>	<i>Title</i>
City of Grimes	Tom Armstrong	Chair
City of West Des Moines	Steve Gaer	Vice-Chair
City of Carlisle	Ruth Randleman	Secretary/Treasurer
Polk County	Tom Hockensmith	Ex-Officio/Past Chair
City of Des Moines	Chris Coleman	At-Large
City of Des Moines	Joe Gatto	At-Large
Polk County	Angela Connolly	At-Large

Long-Range Transportation Plan Steering Committee | Chair Ruth Randleman

<i>Representing</i>	<i>Name</i>	<i>Title</i>
City of Altoona	Skip Conkling	Mayor
City of Ankeny	Gary Lorenz	Mayor
City of Carlisle	Ruth Randleman	Mayor
City of Des Moines	Chris Coleman	Council Member
City of Des Moines	Frank Cownie	Mayor
City of Des Moines	Larry Hulse	Assistant City Manger
City of Urbandale	Bob Andeweg	Mayor
City of Windsor Heights	Diana Willits	Mayor
Dallas County	Mark Hanson	County Supervisor
Polk County	Angela Connolly	County Supervisor
Polk County	Mark Wandro	County Administrator
Warren County	Dean Yordi	County Supervisor
DART	Elizabeth Presutti	General Manager

MPO Surface Transportation Program (STP) Funding Subcommittee | Chair Brian Laurenzo

<i>Representing</i>	<i>Name</i>	<i>Title</i>
City of Altoona	Kyle Mertz	Council Member
City of Carlisle	Ruth Randleman	Mayor
City of Clive	John Edwards	Council Member
City of Des Moines	Scott Sanders	City Manager
City of Johnston	Brian Laurenzo	Former Mayor
City of Urbandale	Bob Andeweg	Mayor
City of West Des Moines	Tom Hadden	City Manager
Polk County	Mark Wandro	County Administrator
Warren County	Dean Yordi	County Supervisor

Budget and Finance Subcommittee | Chair Ruth Randleman

<i>Representing</i>	<i>Name</i>	<i>Title</i>
City of Ankeny	Jennifer Sease	Director of Administrative Services
City of Ankeny	Gary Lorenz	Mayor
City of Carlisle	Ruth Randleman	Mayor MPO Secretary/Treasurer
DART	Jamie Schug	Chief Financial Officer
City of Des Moines	Scott Sanders	City Manager
Polk County	Deb Anderson	Budget Manager
City of West Des Moines	Tim Stiles	Finance Director

Tomorrow Plan Steering Committee | Co-Chairs Angela Connolly and Frank Cownie

<i>Representing</i>	<i>Name</i>	<i>Title</i>
AARP Iowa	Kent Sovern	Director
City of Ankeny	Gary Lorenz	Mayor
City of Carlsle	Ruth Randleman	Mayor
Everything Spanish	Clemon Wilcox	Owner
Persons with Disabilities	Frank Strong	
City of Des Moines	Frank Cownie	Mayor
City of Des Moines	Chris Coleman	Council Member
City of Des Moines	Scott Sanders	City Manager
City of Johnston	Paula Dierenfeld	Mayor
City of Johnston	Brian Laurenzo	Former Mayor
City of Urbandale	Robert Andeweg	Mayor
City of West Des Moines	Russ Trimble	Council Member
City of West Des Moines	Linda Schemmel	Planner
Community Foundation of Greater Des Moines	Kristi Knous	President
Dallas County	Mark Hanson	County Supervisor
DART	Elizabeth Presutti	General Manager
Des Moines Area Community College	Izaah Knox	
Des Moines Public Schools	Tom Ahart	Superintendent
Evelyn Davis Center	Marvin DeJear	Director
Greater Des Moines Partnership	Jay Byers	CEO
Iowa Department of Natural Resources	Tammie Krausman	Public Affairs Coordinator
Iowa State University	Francis Owusu	Professor and Chair of Community and Regional Planning
LT Leon & Associates	Luis Leon	Owner
Polk County	Angela Connolly	County Supervisor
Polk County Housing Trust Fund	Eric Burmeister	Executive Director
Urban Dreams	Izaah Knox	Associate Executive Director
Urban Land Institute – Iowa	Larry James	President
United Way of Central Iowa	Elizabeth Buck	Chief Community Impact Officer
Young Professionals Connection	Cory Sharp	President

Advisory Committees*

<i>Committee</i>	<i>Chair</i>	<i>Organization</i>
Tomorrow Plan Implementation Committee	Vacant	-
Transportation Advisory Group	Alison Walding	DART
Central Iowa Bicycle-Pedestrian Roundtable	Vern Willey	City of Altoona
Freight Roundtable	John Wahlert	Bridgestone Americas Tire Operations, LLC
Traffic Management Advisory Committee	Ted Shipley	Iowa Department of Transportation
Environment Roundtable	Linda Applegate	Iowa Rivers Revival

Water Trails and Greenways Plan Committee | Chair Rick Tollakson

Representing	Name
American Rivers	Staci Williams
Angler	LuWayne Luers
Capital Crossroads	Bethany Wilcoxon
Central Iowa Paddlers	Carol Kersey
Chair, Hubbell Realty	Rick Tollakson
Citizen	Ellen King Huntoon
City of Clive	Ted Weaver
City of Des Moines	Joe Gatto
City of Des Moines	Phil Delafield
City of Johnston	Dave Wilwerding
City of West Des Moines	Russ Trimble
City of West Des Moines	Lynne Twedt
Convention and Visitors Bureau	Greg Edwards
Convention and Visitors Bureau	Trina Flack
Des Moines Rowing Club	Julia Martinusen
Des Moines Sail and Power Squadron	Kenneth Danley
DNR - Water Trails	Nate Hooveveen
DNR - Water Trails	John Wenck
DNR - Wildlife Manager	Josh Gansen
DNR - Fisheries	Ben Dodd
DNR - Managed Lands	Todd Gosselink
Greater Des Moines Partnership	Jay Byers
Iowa Natural Heritage Foundation	Joe McGovern
Iowa Natural Heritage Foundation	Lisa Hein
Iowa Natural Heritage Foundation	Andrea Boulton
Izaak Walton League	Rick Cerwick
MidAmerican Energy	Kathryn Kunert
Parks: Trails and Greenways Committee & Iowa Rivers Revival	Linda Appelgate
Polk County Conservation	Lewis Major
Polk County Soil and Water Conservation District	Jennifer Welch
Principal Financial	Mark Lagomarcino
Raccoon River Watershed	Steve Roe
Tai Village Inc.	Siang Bacthi
The Nature Conservancy	David DeGeus
US Army Corps - Saylorville	Dayne Magnuson
US Army Corps - Red Rock	Perry Thostenson
USCG Aux	Renee Thomas

MPO Strategic Plan Steering Committee | Co-Chairs Tom Armstrong and Bob Andeweg

Representing	Name	Title
City of Altoona	Kyle Mertz	Council Member
City of Ankeny	Gary Lorenz	Mayor
City of Bondurant	Brian Lohse	Council Member
City of Des Moines	Chris Coleman	Council Member
City of Des Moines	Joe Gatto	Council Member
City of Des Moines	Linda Westergaard	Council Member
City of Grimes	Tom Armstrong	Mayor
City of Norwalk	Stephanie Riva	Council Member
City of Pleasant Hill	Sara Kurovski	Mayor
City of Urbandale	Bob Andeweg	Mayor
City of West Des Moines	Steve Gaer	Mayor
Polk County	Angela Connolly	County Supervisor
Polk County	Tom Hockensmith	County Supervisor
Warren County	Dean Yordi	County Supervisor

Advisory Members (non-voting)

Representing	Name	Title
City of Clive	Matt McQuillen	Assistant City Manager
City of Johnston	Jim Sanders	City Administrator
City of Pleasant Hill	Ben Champ	Assistant City Manager
City of Polk City	Gary Mahannah	City Administrator
City of Waukee	Tim Moerman	City Manager
City of West Des Moines	Tom Hadden	City Manager
Greater Des Moines Partnership	Meg Schneider	Senior VP of Regional Business Dev.
Iowa Economic Development Authority	Stephanie Weisenbach	Iowa Clean Cities Coalition Coordinator
Iowa Economic Development Authority	Jeff Geerts	Special Projects Manager
Iowa Department of Transportation	Mike Clayton	District 1 Planner
Polk County	Mark Wandro	County Administrator
Polk County Housing Trust Fund	Eric Burmeister	Executive Director
Taxpayers Association of Central Iowa	Gretchen Tegeler	President
US Dept. of Housing and Urban Development	Steve Eggleston	Des Moines Field Office Director

MPO Transportation Technical Committee | Primary Representatives | Chair Brad Deets

Representing	Name	Title
City of Altoona	John Hanson	City Engineer
City of Altoona	John Shaw	Community Development Director
City of Ankeny	Mark Mueller	Public Works Director
City of Ankeny	Eric Jensen	Planning and Building Director
City of Ankeny	Paul Moritz	Assistant City Manager
City of Bondurant	Lori Dunham	Finance Director
City of Carlisle	Jeff Schug	Consultant/City Engineer
City of Clive	Jeff May	Public Works Director
City of Clive	Doug Ollendike	Community Development Director
City of Cumming+	Anthony Bellizzi	City Engineer
City of Des Moines	Jennifer McCoy	Traffic Engineer
City of Des Moines	Pam Cooksey	City Engineer
City of Des Moines	Michael Ludwig	City Planning Administrator
City of Grimes	John Gade	Consultant
City of Grimes	Dave Sigler	Public Works Administrator
City of Indianola+	Chuck Burgin	Director of Community Development
City of Johnston	Matt Greiner	Construction Inspector
City of Johnston	David Wilwerding	Community Development Director
City of Mitchellville	Wayne Patterson	Public Works Director
City of Norwalk	Luke Parris	City Planner
City of Pleasant Hill	Ben Champ	Incoming City Manager
City of Polk City	Dennis Dietz	Planning and Zoning Commission
City of Urbandale	Dave McKay	Director of Engineering and Public Works
City of Urbandale	John Larson	Assistant Director of Engineering
City of Urbandale	Steve Franklin	Community Development Director
City of Van Meter+	Vacant	-
City of Waukee	Brad Deets	Director of Development Services
City of Waukee	Andy Kass	Planner
City of West Des Moines	Duane Wittstock	City Engineer
City of West Des Moines	Joe Cory	Engineering Manager
City of West Des Moines	Kara Tragesser	Community Development, Planner
City of Windsor Heights	Doug Stone	Public Works Director
Dallas County	Murray McConnell	Director of Planning and Development
DART	Amanda Wanke	Chief Engagement and Communications Officer
DSM++	Bryan Belt	Director of Engineering and Planning
FHWA++	Darla Hugaboom	Community Planner
FTA++	Mark Bechtel	Region 7
HIRTA++	Julia Castillo	Executive Director
Iowa DOT++	Mike Clayton	District 1 Transportation Planner
Madison County+	Tom Leners	Madison County Development Group
Polk County	Kurt Bailey	County Engineer
Polk County	Bret VandeLune	Land Use Planning Manager
Warren County	David Carroll	County Engineer

+Associate, Non-Voting Member

++Advisory, Non-Voting Member

MPO Transportation Technical Committee | Alternative Representatives

Representing	Name	Title
City of Altoona	Scott Atzen	Public Works Director
City of Altoona	Chad Quick	City Planner
City of Ankeny	Matt Ahrens	Civil Engineer
City of Ankeny	Adam Lust	City Engineer
City of Ankeny	Vacant	-
City of Bondurant	Ken Grove	Street Superintendent
City of Carlisle	Steve O'Braza	Public Works Superintendent
City of Clive	Jim Hagelie	City Engineer
City of Clive	Alex Pfaltzgraff	City Planner
City of Cumming+	Vacant	-
City of Des Moines	Bert Drost	Planner
City of Des Moines	Steve Naber	Deputy City Engineer
City of Des Moines	Jennifer Dakovich	Principal Traffic Engineer
City of Grimes	Mitch Holtz	Consultant
City of Grimes	Blake Putney	Public Works
City of Indianola+	Ryan Waller	City Manager
City of Johnston	Aaron Wolfe	Senior Planner
City of Johnston	Brian Wilson	Public Works Superintendent
City of Mitchellville	Cory Eshelman	Public Works
City of Norwalk	Vacant	-
City of Pleasant Hill	Madeline Sturms	Associate Planner
City of Polk City	Jenny Gibbons	Deputy Clerk
City of Urbandale	Annika Schilke	Planner II
City of Urbandale	Kristi Bales	Community Development
City of Urbandale	Tim Stovie	Assistant Director of Public Works
City of Van Meter+	Vacant	-
City of Waukee	Tim Royer	Assistant Director of Public Works
City of Waukee	John Gibson	Director of Public Works
City of West Des Moines	Eric Peterson	Traffic Engineer
City of West Des Moines	Clyde Evans	Community and Economic Development Director
City of West Des Moines	Jim Dickinson	Transportation Engineer
City of Windsor Heights	Elizabeth Hansen	City Administrator
Dallas County	Al Miller	County Engineer
DART	Vacant	-
DSM++	Brian Mulcahy	Director of Finance
FHWA++	Sean Litteral	Planning and Development Team Leader
FTA++	Cindy Terwilliger	Region 7
HIRTA	Sarah Constable	Mobility Coordinator
Iowa DOT++	Craig Markley	Director, Office of Systems Planning
Madison County+	Aaron Price	Board of Supervisors
Polk County	Trent Wolken	Assistant County Engineer
Polk County	Jacque Hibbard	Public Works Assistant Director
Warren County	Brian Konrad	Engineer

+Associate, Non-Voting Member

++Advisory, Non-Voting Member

MPO Transportation Technical Committee Engineering Subcommittee | Chair Jennifer McCoy

<i>Representing</i>	<i>Name</i>	<i>Title</i>
City of Ankeny	Paul Moritz	Assistant City Manager
City of Clive	Jeff May	Public Works Director
City of Altoona	John Hanson	City Engineer
City of Clive	Jeff May	Public Works Director
City of Johnston	Matt Greiner	Construction Inspector
City of Urbandale	Dave McKay	Engineering and Public Works Director
City of West Des Moines	Joe Cory	Deputy Public Works Director
Polk County	Kurt Bailey	County Engineer

MPO Transportation Technical Committee Planning Subcommittee | Chair Ben Champ

<i>Representing</i>	<i>Name</i>	<i>Title</i>
City of Des Moines	Michael Ludwig	Planning Administrator
City of Johnston	David Wilwerding	Community Development Director
City of Pleasant Hill	Ben Champ	Community Development Director
City of Waukee	Brad Deets	Director of Development Services
City of West Des Moines	Kara Tragesser	Community Development, Planner
DART	Vacant	Planning Director
Polk County	Brent VandeLune	Land Use Planning Manager

Appendix B: Commonly Used Acronyms

ACS.....	American Community Survey
CAP	Cost Allocation Plan
CFR.....	Code of Federal Regulations
CIRTPA	Central Iowa Regional Transportation Planning Alliance
CMP	Congestion Management Process
CONNECT	Central Iowa Bicycle and Pedestrian Transportation Plan
DART	Des Moines Area Regional Transit Authority
DCA	Downtown Community Alliance
DNR.....	Department of Natural Resources
DOT	Department of Transportation
DSM	Des Moines International Airport
EJ.....	Environmental Justice
FAST Act.....	Fixing Americas Surface Transportation Act
FFCS	Federal Functional Classification System
FHWA.....	Federal Highway Administration
FTA.....	Federal Transit Administration
GDMP.....	Greater Des Moines Partnership
GIS.....	Geographic Information Systems
HIRTA	Heart of Iowa Regional Transit Agency
HUD	U.S. Department of Housing and Urban Development
HY.....	Horizon Year
ICAAP	Iowa's Clean Air Attainment Program
IJR.....	Interchange Justification Report
InTrans	Iowa State University Center for Transportation and Research
IPMP	Iowa Pavement Management Program
IPMS.....	Iowa's Pavement Management System
IT	Information Technologies
ITS	Intelligent Transportation Systems
L RTP	Long-Range Transportation Plan
MOU	Memorandum of Understanding
MPA	Metropolitan Planning Area
MPO.....	Metropolitan Planning Organization
NASCO.....	North America's Corridor Coalition
NCHRP.....	National Cooperative Highway Research Program
NHTS	National Household Travel Survey
PM	Particulate Matter
PPP.....	Public Participation Plan
REMI	Regional Economic Models, Inc.
SRTS	Safe Routes to Schools
STP	Surface Transportation Program
TAG	Transportation Action Group
TAP.....	Transportation Alternatives Program
TAZ.....	Traffic Analysis Zone
TCIP.....	Transportation Capital Improvement Program
TDM	Travel Demand Modeling
TIP	Transportation Improvement Program
TMA	Transportation Management Association
TMAC	Traffic Management Advisory Committee
TPMS.....	Transportation Program Management System
TTC.....	Transportation Technical Committee
TTP	The Tomorrow Plan
UPWP.....	Unified Planning Work Program

RESOLUTION INSERT UPON APPROVAL

CERTIFICATION OF INDIRECT COSTS INSERT

SELF CERTIFICATION INSERT

PERFORMANCE MANAGEMENT AGREEMENT

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Ever mindful of future generations,

we collaborate across
political boundaries

to achieve social, economic, and
environmental resilience for

Greater Des Moines



Altoona • Ankeny • Bondurant • Carlisle • Clive • Dallas County • Des Moines • DART
Grimes • Johnston • Mitchellville • Norwalk • Pleasant Hill • Polk City • Polk County
Urbandale • Warren County • Waukee • West Des Moines • Windsor Heights

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