



Date July 14, 2025

RESOLUTION APPROVING DES MOINES METROPOLITAN PLANNING ORGANIZATION
FISCAL YEAR 2026 UNIFIED PLANNING WORK PROGRAM AND BUDGET AND
FISCAL YEAR 2026 ASSESSMENT

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 2026 is set at \$1.00 per capita and applied to the estimated Census population, which equates to an assessment of \$210,381.00 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 2026 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 2026, beginning July 1, 2025, is hereby approved, and the Finance Department is hereby authorized and directed to pay the City's assessment of \$210,381.00 to the MPO when due.

(Council Communication No. 25-266)

Moved by _____ to adopt.

Second by _____.

FORM APPROVED:

/s/ Thomas G. Fisher Jr.

Thomas G. Fisher Jr., Deputy City Attorney

COUNCIL ACTION	YEAS	NAYS	PASS	ABSENT
BOESEN				
SIMONSON				
VOSS				
COLEMAN				
WESTERGAARD				
MANDELBAUM				
GATTO				
TOTAL				
MOTION CARRIED		APPROVED		

CERTIFICATE

I, LAURA BAUMGARTNER, 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.

Mayor

City Clerk



Unified Planning Work Program & Budget

Fiscal Year 2026 (July 2025 – June 2026)

Final – May 22, 2025

Document History:

- Documentation of the plan's adoption and any amendments will be described here.

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.



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Introduction

The Fiscal Year 2026 Unified Planning Work Program and Budget (FY 2026 UPWP) is the Des Moines Area MPO's work plan for the fiscal year beginning July 1, 2025 and ending June 30, 2026. The FY 2026 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 2026 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 2026 UPWP support federal requirements placed on MPOs and respond to planning issues affecting the region. The MPO will work to implement Mobilizing Tomorrow, the MPO's long-range transportation plan adopted in 2024. Additional activities to be conducted will include developing an active transportation plan, a freight plan, and a multimodal economic impact study of transportation; supporting sub-area and corridor studies throughout the region; evaluating transportation needs and resources; collecting data on trail conditions and usage; 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.

CIRALAG 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 2023, the MPO celebrated its fortieth 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's mission is to advance a safe, effective, fully integrated multi-modal transportation system that supports economic development, protects natural assets, and enhances overall quality of life. It 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.

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 in January 2024. The planning area includes all of Polk County, portions of Dallas, Madison, and Warren Counties, and includes, at a minimum, the anticipated urbanized area for Mobilizing Tomorrow's Horizon Year (HY) of 2050.

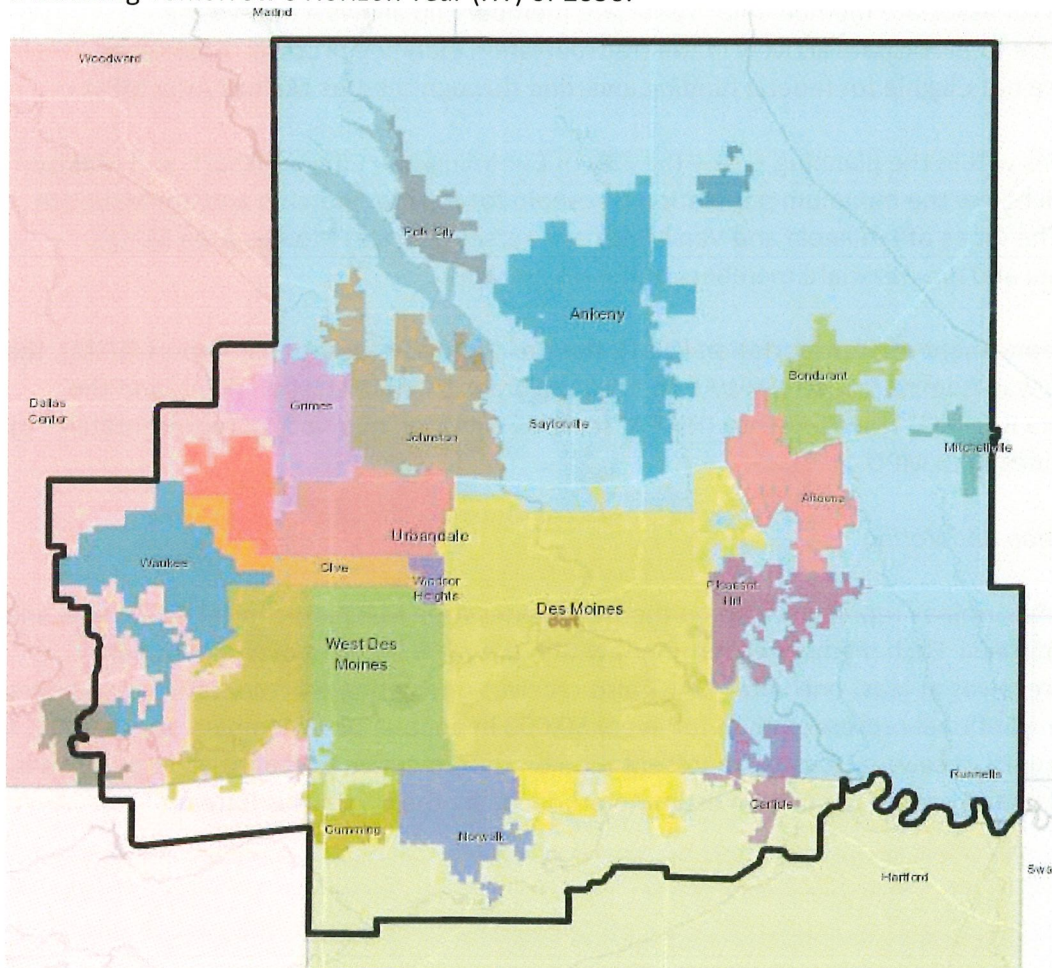


Figure 1: Des Moines Area MPO's Planning Area

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 3,000 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 Mitchellville | • City of Windsor Heights |
| • City of Ankeny | • City of Norwalk | • Dallas County |
| • City of Bondurant | • City of Pleasant Hill | • Polk County |
| • City of Carlisle | • City of Polk City | • Warren County |
| • City of Clive | • City of Urbandale | • Des Moines Area |
| • City of Des Moines | • City of Waukee | Regional Transit |
| • City of Grimes | • City of West Des | Authority (DART) |
| • City of Johnston | Moines | |

Additionally, governments that do not meet the population threshold for voting membership or that are located outside the planning area, but within the eight-county region of central Iowa, can petition for associate membership. Associate membership allows a non-voting representative to participate actively in the transportation planning process. Associate members are not eligible for federal funding awarded through the Des Moines Area MPO.

Three entities within the planning area – the City of Cumming, the City of Elkhart, and Madison County – fall below the minimum population threshold for full membership and are associate members. The Cities of Indianola and Van Meter are outside the Des Moines Area MPO's planning area and are associate members of the organization.

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 Des Moines Area MPO's Technical, Executive, and Policy committees. Each member government within the planning area over a minimum population receives at least one vote. DART also receives one voting representative. Members also receive additional representatives for every 50,000 in population. Members over 50,000, plus Polk County, receive automatic representation on the Executive Committee. Population is determined by the annual population estimate produced by the US Census Bureau.



Decision-Making Structure

Three designated committees form the structure of the Des Moines Area MPO: the 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 these committees. See Appendix A for list of committee representatives.

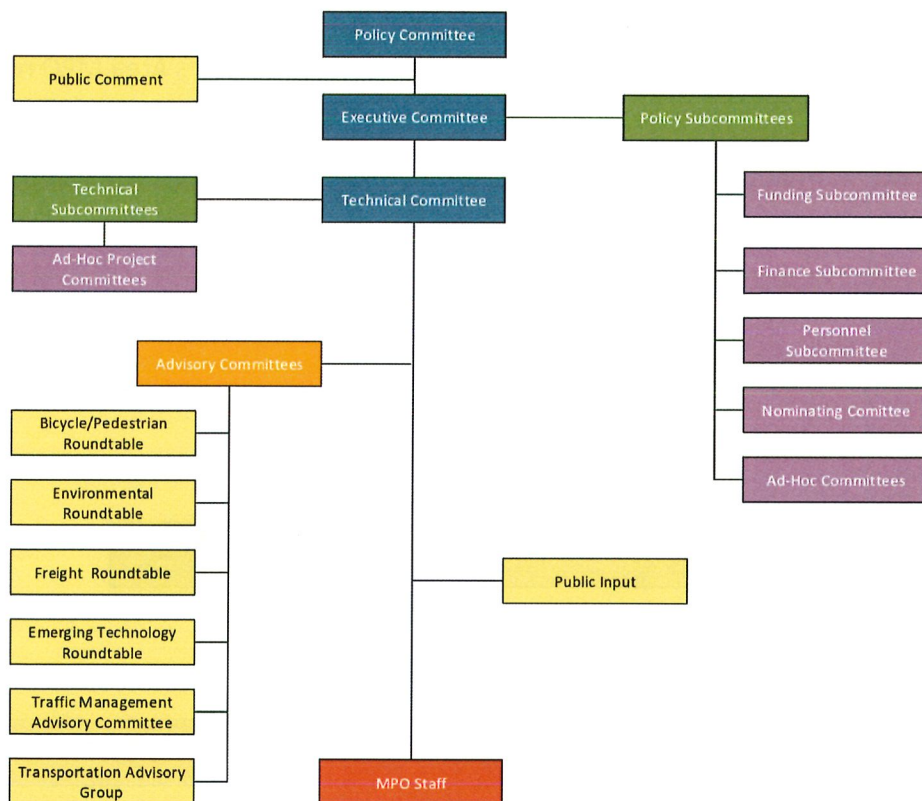


Figure 2: Des Moines Area MPO Committee and Structural Organization Chart

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 Executive Committee is comprised of 11 Policy Committee representatives. Member communities over 50,000, plus Polk County, receive automatic representation on the Executive Committee, with the City of Des Moines receiving two representatives. Members under 50,000 are organized into one of three geographic subareas (East Subarea, Northwest Subarea, and Southwest Subarea). Each subarea has five member governments, and the members within each subarea select two representatives to serve on the Executive Committee. The Des Moines Area MPO annually elects a chair, vice-chair, and a secretary/treasurer from among its Executive 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 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 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.

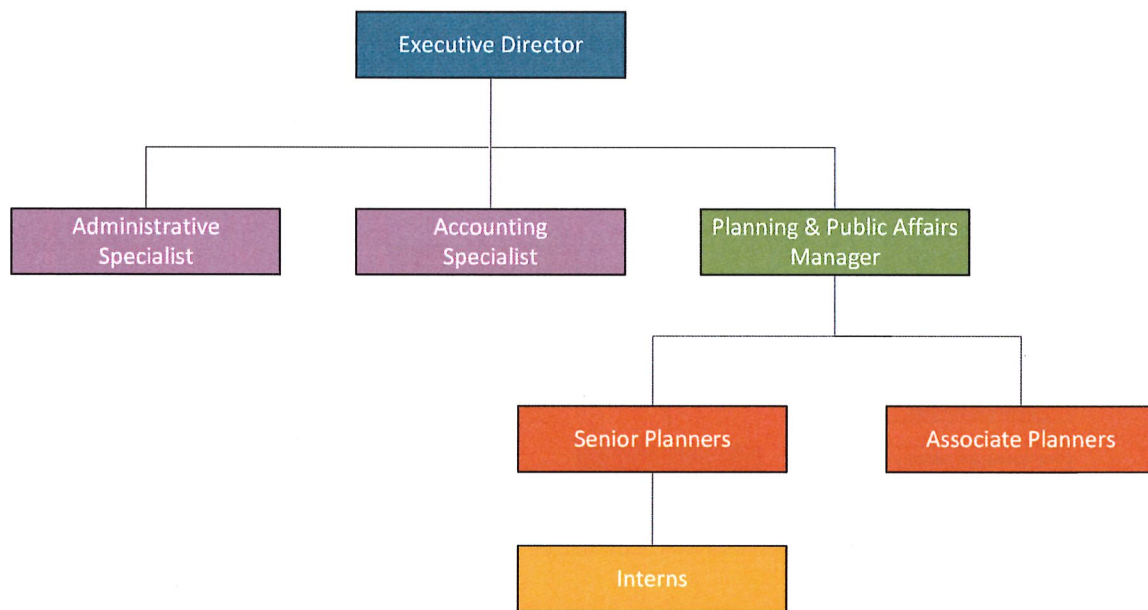


Figure 3: Des Moines Area MPO Staff Organization Chart

UPWP Development Process

The Des Moines Area MPO begins development of the UPWP in January of each year through discussions with the Technical Committee, the Executive Committee, and the Finance Subcommittee. These initial discussions include a review of federally-required activities, the planning factors required by MPOs as outlined in US Code, goals set forth in the long-range transportation plan, and goals and strategies outlined in the MPO's strategic plan. Proposals from Des Moines Area MPO staff and member communities regarding 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. Following final review, FHWA and FTA grant final approval for the Des Moines Area MPO to carry out activities included in the UPWP. Additionally, the Iowa DOT and the Des Moines Area MPO enter into a joint planning agreement prior to the start of any activities.

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 timelines 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 Bureau 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 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 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 2024.

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.

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 April 2021, 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,
- X, www.x.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 FY 2023.

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 November 2024 in conjunction with Mobilizing Tomorrow.

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 three main types of funds that are awarded by the Des Moines Area MPO – Surface Transportation Block Grant (STBG) funds, STBG Set-Aside (formerly known as TAP) funds, and Carbon Reduction Program (CRP) 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. STBG 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 \$17 million in STBG funds, \$1.5 million in STBG Set-Aside funds, and \$1.4 million in CRP funds, each 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. Recent state legislation allows for STBG funds used for certain roadway and bridge projects to be swapped with state funds, and the MPO works with the Iowa DOT and project sponsors to determine which projects will be swapped. Projects receiving federal funds are 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 9.

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, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns.
- 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

Self-Certification

The MPO must self-certify that its planning process complies with several federal requirements, including:

- [23 U.S.C. 134](#) and 135, [49 U.S.C. 5303](#) and 5304, and this part;
- Title VI of the Civil Rights Act of 1964, as amended ([42 U.S.C. 2000](#)) and [49 CFR part 21](#);
- [49 U.S.C. 5332](#), prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Section 1101(b) of the FAST Act ([Pub. L. 114-357](#)) and [49 CFR part 26](#) regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- [23 CFR part 230](#), regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- The provisions of the Americans with Disabilities Act of 1990 ([42 U.S.C. 12101 et seq.](#)) and [49 CFR parts 27](#), 37, and 38;
- The Older Americans Act, as amended ([42 U.S.C. 6101](#)), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- [23 U.S.C. 324](#), regarding the prohibition of discrimination based on gender; and
- Section 504 of the Rehabilitation Act of 1973 ([29 U.S.C. 794](#)) and [49 CFR part 27](#) regarding discrimination against individuals with disabilities.

The MPO underwent its quadrennial federal certification review in April 2021 and was found to be in compliance with these federal requirements.

Performance-Based Planning Process

Beginning in 2012 with the passage of the Moving Ahead for Progress in the 21st Century (MAP-21) Act and maintained with subsequent transportation bills, MPOs must follow a performance-based planning process. This process includes working collaboratively with the DOT and transit authorities to collect and share performance data, set performance targets and goals for the transportation system, and reporting on progress towards achieving set targets. The MPO has a performance management agreement with the Iowa DOT, which can be found in Appendix F. The MPO also updated its memorandum of understanding with DART in February 2019 to address the performance-based planning process, among other updates.

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.

Mobilizing Tomorrow

The Des Moines Area MPO developed the first iteration of Mobilizing Tomorrow, the 2050 long-range transportation plan, in November 2014. It has subsequently been updated in 2019 and 2024. Mobilizing Tomorrow includes goals, objectives, measures, and strategies for the region's transportation system. 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 continues 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. The Des Moines Area MPO will complete its next required update to the Mobilizing Tomorrow by November 2029.

Transportation Safety

The current transportation bill – the Infrastructure Investment and Jobs Act (IIJA) – places an emphasis on roadway safety and encourages MPOs to pursue activities to reduce transportation-related fatalities and serious injuries. In FY 2023, the Des Moines Area MPO applied for and received an \$800,000 grant from the US DOT through the Safe Streets for All program. These funds were used to develop a Comprehensive Safety Action Plan that outlines strategies, policies, and projects to improve transportation safety. By having this plan, the Des Moines Area MPO and its members will qualify for future US DOT implementation funds through the Safe Streets and Roads for All program. The Des Moines Area MPO approved the Comprehensive Safety Action Plan in March 2025, and the MPO and its members will now turn to implementing the plan's recommendations.

Transportation System Optimization

Previous transportation bills, as well as the current transportation bill – the Infrastructure Investment and Jobs Act (IIJA) – 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 is ongoing.

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, Safe Routes to Schools, and related efforts to reduce single-occupant vehicle trips.

Additionally, DART is underway with a review to its service through the Reimagine DART effort. 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 improved maintenance facilities and rolling stock, which the Des Moines Area MPO will continue to support as needed.

Public Health

Over the last several years the Des Moines Area MPO has focused on ways that transportation infrastructure and policies can be used to improve the region's public health. Through grant funding assistance from the Wellmark Foundation, the Des Moines Area MPO has supported both policy development, such as model Complete Street policies and Safe Routes to School efforts, as well as quick-start project implementation. This has helped aid the adoption of more local complete street policies by MPO member communities.

The Des Moines Area MPO continues to integrate public health-related work into its overall planning activities. Complete Street and Safe Routes to Schools planning is being incorporated into bicycle-pedestrian planning efforts, specifically examining the presence and quality of sidewalks near schools and transit stops.

Economic Impact

The economic impact of transportation investment and services is an important, yet rarely quantified performance metric. To provide more clarity about the impact the transportation, and certain modes like transit, have on the region's economy, the Des Moines Area MPO commissioned a multimodal transportation economic impact study in February 2025. This study is a partnership between the Des Moines Area MPO, DART, and the Iowa DOT. Results from the study are expected by September 2025 in order to help inform the Reimagine DART planning process.



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 recent years the Des Moines Area MPO received a \$1.7 million loan from the Iowa DOT through the Railroad Revolving Loan and Grant Program and an \$11.2 million BUILD grant from the US DOT to help construct the facility.

On the heels of the transload facility's completion, the Des Moines Area MPO seeks to study the impact it has had in goods movement through the region. The Des Moines Area MPO initiated an update to its Goods Movement Study as well as metro truck routes in FY 2025, with work anticipated to be completed in FY 2026.

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. Since completing Mobilizing Tomorrow in 2014, the Des Moines Area MPO produces data reports on a regular basis for presentation to its committees and the public. In FY 2022, the Des Moines Area created a data dashboard, <https://dmampo.org/performance-measures/>, to better communicate and share this information with its member governments and the public more easily. Work will continue to expand and refine this data dashboard.

With performance measure requirements prescribed in Moving Ahead for Progress in the 21st Century (MAP-21) that have continued into the current transportation bill, the Des Moines Area MPO has placed increased emphasis on data collection and analysis. The Des Moines Area MPO recently began purchasing new trail counters which will eventually replace existing trail counters purchased over a decade ago and which are becoming obsolete. The Des Moines Area MPO also developed the Iowa Data Bike in FY 2018. This bicycle uses an electric-assist cargo bike equipped with an iPhone running software that collects pavement roughness, a camera that takes pictures of the trail surface, and a second camera that takes 360-degree pictures of the trail. The Iowa Data Bike allows for the collection of trail surface conditions which can then be analyzed to inform jurisdictions of trail maintenance needs and costs. Since its development, the Des Moines Area MPO conducts an annual assessment of trail conditions. Additionally, the Des Moines Area MPO has partnered with InTrans at Iowa State University to forecast trail-related maintenance needs to assist with member government budgeting and will examine opportunities to refine the Iowa Data Bike's data collection capabilities.

The rise of big data analytics has provided more opportunities for the Des Moines Area MPO and its members to evolve its planning process. The Des Moines Area MPO has made use of various vendors for data analytics, and whenever possible, makes this data available to its members. The Des Moines Area MPO will continue to explore opportunities to use available data to support its planning process.

Urban/Rural Issues

The region's growth continues to bring many opportunities yet also some challenges. These challenges may be further exacerbated following the 2020 Census which will redefine areas of Central Iowa designated as "urban" vs "rural". In particular, urban/rural definitions influence certain federal transportation funding, specifically transit funding, which may affect the service areas of DART and HIRTA. Additionally, projects such as the proposed designation of the US 65/Iowa 5 bypass to an interstate is complicated by conflicting urban and rural/agricultural interests. The Des Moines Area MPO will work to proactively identify and mitigate these issues over the coming years.

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. For example, in 2012, Congress passed a new federal transportation bill, MAP-21 which required that MPOs implement a performance-based planning process when making decisions on transportation investments. The most recent transportation bill, the Infrastructure Investment and Jobs Act, was passed in late 2022. The Des Moines Area MPO will continue to monitor requirements as they are finalized at the state and federal level and will make adjustments to its planning process as necessary.

The Des Moines Area MPO must also stay abreast of state and federal transportation funding programs. The US DOT BUILD (Better Utilizing Investments to Leverage Development, formerly known as RAISE and 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.

Changes in Congress and the Administration also bring changes to the funding and regulatory landscape. With a new Congress and Administration in 2025, the Des Moines Area MPO is working to ensure it stays abreast of all changes that may affect the planning, programming, and implementation of transportation projects in its planning area.

Strategic Planning and Organizational Improvement

The Des Moines Area MPO approved its first strategic plan in January 2018. The five-year plan outlines an overall direction for the organization and focuses on issues related to its core program, external relationships, governance, sustainability, communications, and organizational infrastructure. The plan has now exceeded its five-year life, and in FY 2025, the



Des Moines Area carried out several strategic planning-related efforts, including:

- A Governance Assessment aimed at reviewing the MPO's board structure and related operations;
- A Human Capital Plan aimed at reviewing the MPO's staff positions, salaries, and organizational structure; and,
- A strategic framework that helps bridge the previous strategic plan and findings from the Governance Assessment and Human Capital Plan with the UPWP.

The Des Moines Area MPO intends for these efforts to ensure it has an engaged board and quality staff working together on a focused, strategic set of activities that address federal requirements and member needs.

The 2025-2026 Strategic Framework identifies four pillars of focus for the organization and key outcomes and objectives for each of those pillars. The framework is summarized in Figure 5. The planning tasks shown in the following sections are organized by these four pillars.



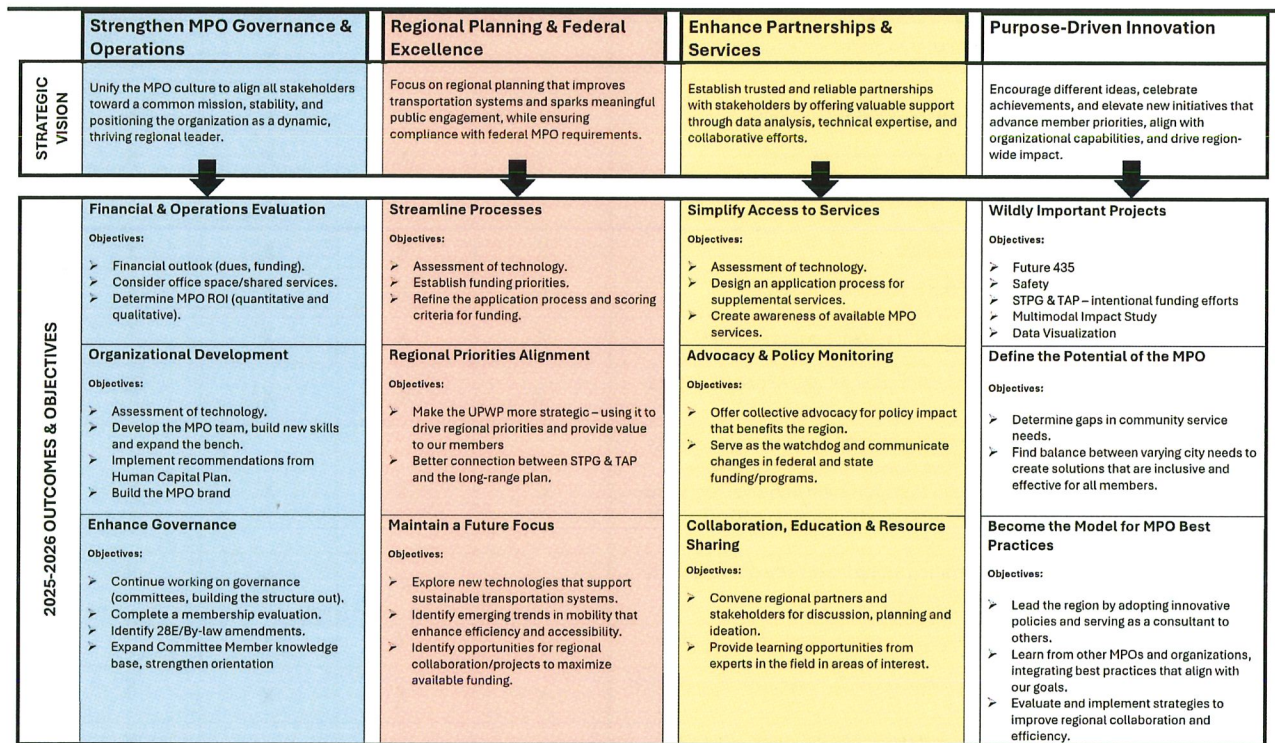


Figure 4: 2025-2026 Strategic Planning Framework

Planning Activities

This section details the planning activities that the Des Moines Area MPO will be involved in throughout FY 2026. The MPO's Strategic Framework identified four pillars of focus that correspond to a Mobilizing Tomorrow goal, one of the ten planning factors, or a federal planning requirement. Figure 4 below summarizes these relationships.

		MPO Strategic Vision Pillars			
		Governance & Operations	Regional Planning & Federal Excellence	Partnerships & Services	Purpose-Driven Innovation
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
Planning Factors	Support economic vitality	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
	Increase the accessibility and mobility of people and for freight	X	X	X	X
	Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns.	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	X	X
	Enhance travel and tourism	X	X	X	X
MPO Requirements	Long-Range Transportation plan	X	X		X
	Transportation Improvement Program	X	X		
	Unified Planning Work Program	X	X		
	Public Participation Plan	X	X	X	
	Passenger Transportation Plan	X	X		
	Congestion Management Process	X	X		X
	Award Federal Funding	X	X		
	Decision Making Structure	X			

Figure 5: Des Moines Area MPO Activities and Requirements

MPO Governance & Operations

Strategic Vision: Unify the MPO culture to align all stakeholders toward a common mission, stability, and positioning the organization as a dynamic, thriving regional leader.

Cost Summary - MPO

Personnel Costs	Other Direct Costs	Indirect Costs	Total Costs	Staff Hours
\$575,697	\$102,950	\$154,874	\$833,521	6,275

FY 2025 Major Accomplishments

- Undertook a Governance Assessment to review the MPO's board structure and related operations.
- Completed a Human Capital Plan to update MPO's staff positions, salaries, and organizational structure.
- Developed a strategic framework that helps bridge the previous strategic plan and findings from the Governance Assessment and Human Capital Plan with the UPWP.
- Held regular meetings of the MPO's governing boards and subcommittees.
- Transitioned key work elements from departing staff to new and existing staff members.

FY 2026 Projects of Note	Target Completion Date
Grant Administration <ul style="list-style-type: none"> • Purpose: To oversee administration of funding included in the <i>Planning Joint Participant Agreement to Implement Metropolitan Intermodal Planning</i> entered into by the MPO and the Iowa DOT as well as other grants and/or agreements between the MPO and other parties for planning services. • Approach: MPO staff will develop monthly reimbursement requests to funding partners, particularly the Iowa DOT, for eligible expenses by identifying eligible direct and indirect costs from expenses approved by the MPO Policy Committee each month, summarizing these costs by UPWP work task, and preparing a progress report of activities. • Outcomes: Steady reimbursement of funds to the MPO to maintain operations. 	Ongoing
Routine Office Administration <ul style="list-style-type: none"> • Purpose: To ensure the continuous administration of the MPO office and programs. • Approach: The MPO board and staff will ensure the MPO has the necessary resources to fulfil its mission, including 1) employing a professional staff with necessary talent, skills, and capacity; 2) contracting for other professional services such as legal, payroll, accounting, information technology, and so forth; 3) maintaining office space, equipment, and software necessary for staff and representatives to conduct business; and 4) developing and maintaining necessary policies and guidelines to ensure successful and lawful operation of the organization. • Outcomes: Successful operation of the MPO office and administration of the organization. 	Ongoing
Unified Planning Work Program/Budget <ul style="list-style-type: none"> • Purpose: To develop an annual scope of work and budget for the MPO's operations. • Approach: MPO staff will work with its member governments to solicit and review work activities as described on page 11 of this document. During this timeframe, staff will also develop a budget and work with the MPO's Finance Subcommittee to review. • Outcomes: FY 2027 UPWP and budget; FY 2026 UPWP amendments. 	4 th Quarter

FY 2026 Projects of Note	Target Completion Date
<p>Financial Operations</p> <ul style="list-style-type: none"> • Purpose: To ensure the MPO's financial systems are sufficient and that the MPO maintains adequate financial resources to operate. • Approach: The MPO has staff focused on financial activities to ensure proper budgeting, bookkeeping, and preparation of financial reports. MPO staff will work with a hired firm to prepare an audit of the previous year's activities in accordance with regulations and best accounting practices. The MPO's Finance Subcommittee, comprised of both finance directors from a subset of MPO member governments and representatives from the MPO Policy Committee, will review financial statements, the annual audit, and any other financial-related materials before submitting to the MPO Policy Committee for approval. <ul style="list-style-type: none"> ◦ Auditor cost: \$12,000 • Outcomes: Monthly financial statements; FY 2025 audit; updated financial policies and procedures (if needed). 	4 th Quarter
<p>Committee Support & Enhanced Governance</p> <ul style="list-style-type: none"> • Purpose: To ensure MPO representatives can act effectively in their service to the organization. • Approach: MPO staff will regularly undertake logistical efforts to prepare for and hold meetings, including tasks such as agenda development, note taking, public announcements and notification, room set up and break down, presentation preparation, and so forth, in compliance with all relevant state and federal laws. Staff will also meet with committee chairs and other representatives, as necessary, to ensure the representatives are prepared and understand the agenda items and other materials. The MPO will continue to review and refine the governance structure to ensure adequate opportunities for board member engagement. • Outcomes: Engaged, educated board members that have productive meetings that advance the MPO's mission and vision. 	Ongoing
<p>Organizational Development</p> <ul style="list-style-type: none"> • Purpose: To ensure the MPO is adequately prepared as an organization to serve its members. • Approach: The MPO will develop its staff through the provision of trainings and hiring practices to continually expand and refine staffs' skillsets. The MPO will also assess technology, consultancy services, and mutually beneficial partnerships to ensure it has capacity to carry out its duties. As needed, the MPO will undertake strategic planning. <ul style="list-style-type: none"> ◦ Strategic Planning consultant: \$10,000 • Outcomes: The MPO has an effective and efficient foundation to carry out its mission. 	Ongoing

Regional Planning & Federal Excellence

Strategic Vision: Focus on regional planning that improves transportation systems and sparks meaningful public engagement, while ensuring compliance with federal MPO requirements.

Cost Summary - MPO

Personnel Costs	Other Direct Costs	Indirect Costs	Total Costs	Staff Hours
\$215,948	\$10,000	\$58,094	\$284,042	2,795

FY 2025 Major Accomplishments

- Developed and adopted an update to Mobilizing Tomorrow, the Horizon Year 2050 Long-Range Transportation Plan.
- Developed the annual Unified Planning Work Program and subsequent amendments.
- Updated the Title VI and Limited English Proficiency Plan.
- Solicited, scored, and awarded STBG, STBG Set-Aside, and Carbon Reduction Program funding.
- Developed, maintained, and amended the Transportation Improvement Program.
- Educated member communities on state and federal legislation that impact transportation funding.
- Revised and updated performance measures to track the condition of the transportation system and maintained an online performance measure dashboard, <https://dmampo.org/performance-measures/>
- Coordinated with the Iowa DOT, DART, and other stakeholders on regional projects and topics of interest.
- Developed a Transportation Capital Improvement Program that catalogues and communicates all transportation projects slated for implementation over the next four years.
- Met and exceeded Iowa DOT requirements for Transportation Advisory Groups.
- Updated the MPO's travel demand model and provided support for transportation system improvements (IIRs and corridor studies).
- Collected and analyzed information about regional truck routes.

FY 2026 Projects of Note	Target Completion Date
Awarding of Federal Funds <ul style="list-style-type: none"> • Purpose: To allocate the annual Surface Transportation Block Grant (STBG) funds, Set-Aside, and Carbon Reduction Program (CRP) funds to regional transportation projects. • Approach: MPO staff will work with the member governments and the Funding Subcommittee to review and amend the scoring process, as needed, and then to solicit and review transportation projects submitted for funding. • Outcomes: The awarding of federal funds to projects advancing the goals of Mobilizing Tomorrow. 	3 rd & 4 th Quarter
Transportation Improvement Program <ul style="list-style-type: none"> • Purpose: To develop and maintain a four-year Transportation Improvement Program (TIP) of federally funded projects to be undertaken in the MPO area. • Approach: MPO staff will provide each MPO member government and participating agency a list of current TIP projects for review and update, with a request for the project sponsors to determine adjustments needed. MPO staff will assemble a draft document for review by the Iowa DOT, MPO committees, and the public; hold public meetings; and produce a final document. Amendments to the TIP will follow the amendment process outlined in the TIP. • Outcomes: Federal Fiscal Years 2025-2028 TIP. 	4 th Quarter

FY 2026 Projects of Note	Target Completion Date
Mobilizing Tomorrow Maintenance & Implementation <ul style="list-style-type: none"> • Purpose: To amend Mobilizing Tomorrow, as needed, and to seek necessary funding and/or policy solutions to implement its vision. • Approach: Work with its members and stakeholders to make amendments and revisions, when necessary. Strategize how to match available funding to advance priority projects. • Outcomes: The long-range transportation plan is up-to-date and used strategically to advance the region's transportation system. 	Ongoing
Passenger Transportation Plan/Human Service Coordination <ul style="list-style-type: none"> • Purpose: To evaluate barriers and identify opportunities for a more coordinated transportation system for disadvantaged populations and implement the Passenger Transportation Plan last approved in 2023. • Approach: MPO staff will continue to facilitate Transportation Advisory Groups in coordination with Des Moines Area Regional Transit Authority, Heart of Iowa Regional Transit Authority, Iowa DOT, and United Way of Central Iowa. MPO staff will invite subject experts to discuss the barriers within various sectors (housing, employment, health services, etc.). • Outcomes: Fulfill Iowa DOT requirements; improved coordinated transportation service; continued implementation of the Passenger Transportation Plan. 	Ongoing
Performance Measure Tracking <ul style="list-style-type: none"> • Purpose: To track regional progress toward targets set in Mobilizing Tomorrow, such as pavement condition, bridge condition, safety, congestion, etc., and to adopt and refine performance targets. • Approach: MPO staff will update performance measure targets set in Mobilizing Tomorrow with updated data and review with relevant committees the need to adjust any targets or objectives. • Outcome: Maintenance of publicly available dashboards that track regional progress toward MPO planning objectives. 	Ongoing/ Quarterly
Travel Demand Model Update and Assistance <ul style="list-style-type: none"> • Purpose: To use the Travel Demand Model in support of the long-range transportation plan update and to provide support MPO members' projects and planning. • Approach: MPO staff will work with the Iowa DOT and a consultant to complete the update to the travel demand model and to fulfill travel-demand model data requests and other modeling requests as received. <ul style="list-style-type: none"> ◦ <i>Consultant cost: \$10,000</i> • Outcomes: Updated model and model outputs. 	Ongoing Support
ITS Architecture <ul style="list-style-type: none"> • Purpose: To maintain and update, as needed, the Regional ITS Architecture to be consistent with the National ITS Reference Architecture. • Approach: MPO staff will work with member communities and organizations to update the necessary components of a regional ITS Architecture. • Outcomes: Documentation of the existing and planned ITS systems consistent with the National ITS Reference Architecture and updated Regional ITS Architecture webpages. 	Ongoing

FY 2026 Projects of Note	Target Completion Date
<p>Freight Plan</p> <ul style="list-style-type: none"> • Purpose: Provide an updated understanding of the existing freight and goods movement conditions within the region, identifying challenges and opportunities to improve system efficiency. • Approach: The plan will include a survey of jurisdictions and export/import businesses in the region to understand the modes, impediments, and opportunities for goods movement in the region. Data characterizing and summarizing freight conditions by mode will be mapped and analyzed including truck, air, and rail freight. The plan will also identify and suggest policies and best practices regional actors could adopt to improve the efficiency of existing conditions and to prepare for emerging trends in freight and goods movement. A SWOT analysis with stakeholders identified after the survey and in conjunction with the freight roundtable will provide a refined assessment of existing and potential opportunities. • Outcomes: The plan will include: <ul style="list-style-type: none"> ○ A history of freight planning in the region and the MPO's role in the current planning process. ○ An overview of existing freight conditions by mode. ○ A summary of trends in freight and results from the MPO's survey and outreach. ○ An implementation chapter outlining best practices to improve and better coordinate the region's freight and goods movement systems. <p><i>* Note: This project is a continuation of work started in FY 2025.</i></p>	2 nd Quarter
<p>Intercity Passenger Rail</p> <ul style="list-style-type: none"> • Purpose: To ensure the Des Moines metro is part of intercity rail efforts. • Approach: MPO staff will participate in any intercity passenger rail discussions and planning efforts through the Midwest Passenger Rail Initiative or similar initiatives. • Outcomes: Des Moines Area MPO feedback and plans included in initiatives; local stakeholders kept apprised of intercity rail efforts. 	Ongoing
<p>Transportation Capital Improvement Program</p> <ul style="list-style-type: none"> • Purpose: To aggregate and summarize the planning transportation capital improvements in the MPO planning area. • Approach: MPO staff will collect Capital Improvement Plans from MPO member governments, map projects, and conduct analysis related to types of projects planned and funding spent. • Outcomes: Summary report and interactive map of all regional projects. 	2 nd Quarter
<p>Upkeep of Title VI, LEP, Public Participation Plan</p> <ul style="list-style-type: none"> • Purpose: To ensure the MPO's compliance with required public engagement documents such as Title VI, Limited English Proficiency Plan (LEP), and its Public Participation Plan. • Approach: MPO staff will review federal guidelines, its current practices and documentation, and best practices to understand any changes that should be made to its existing documentation. The Public Participation Plan, in particular will be updated in FY 2026. • Outcomes: An updated Public Participation Plan that incorporates best practices for public engagement. If needed, updated Title VI documentation and an updated LEP. 	3 rd Quarter

FY 2026 Projects of Note	Target Completion Date
<p>DART Transit Service Planning</p> <ul style="list-style-type: none"> • Purpose: To improve the efficiency and effectiveness of DART routes and services. • Approach: The DART Commission has identified a need to reimagine the DART network to respond to post-Covid travel patterns and create new transportation opportunities through new technologies. The reimagine effort will start from scratch to identify regional public transportation needs and find the most appropriate solution. <i>Activity includes \$60,000 1-year subscription to Remix transit analysis software for evaluating fixed-route and mobility-on-demand services with demographic, coverage, and cost analysis.</i> • Outcomes: DART planning studies and Title VI documentation. <p><i>*Note: This is a DART-led project.</i></p>	Ongoing
<p>DART Bus Stop Amenity Planning</p> <ul style="list-style-type: none"> • Purpose: To improve the accessibility, comfort and safety of bus stops. • Approach: DART will use ridership data as well as conduct field studies to identify and prioritize bus stops to have amenities such as concrete landings, benches and shelters added. DART will also work with local communities to identify future coordination opportunities to increase efficiency and decrease disruption to the public right of way. • Outcomes: List of priority locations for bus stop amenities. <p><i>*Note: This is a DART-led project.</i></p>	Ongoing
<p>DART Operations and Maintenance Facility</p> <ul style="list-style-type: none"> • Purpose: To plan, design, and construct a new Operations and Maintenance facility for DART • Approach: The existing Operations and Maintenance facility is past its useful life, requires significant system replacements, and does not meet DART's operational needs. The DART Commission has approved the design and construction of Phase I of the project, building a new maintenance garage. As part of planning activities, DART will continue site planning, cost estimates and operations transition planning on Phase II and Phase III of the project which proposes to build a new bus storage building and administrative offices, pending available funding. • Outcomes: Site plan, operations transition plan, and funding plan. <p><i>*Note: This is a DART-led project.</i></p>	Ongoing

Regional Planning & Federal Excellence: Complete Streets

Strategic Vision: Focus on regional Complete Streets planning that improves transportation systems and sparks meaningful public engagement, while ensuring compliance with federal MPO requirements.

Cost Summary - MPO

Personnel Costs	Other Direct Costs	Indirect Costs	Total Costs	Staff Hours
\$38,604	\$0	\$10,386	\$48,990	528

FY 2025 Major Accomplishments

- Worked with the Bicycle and Pedestrian Roundtable on general complete streets initiatives.
- Supported local community efforts toward complete streets through data collection and analysis
- Initiated process to develop an Active Transportation Plan.

FY 2026 Projects of Note	Target Completion Date
Active Transportation Plan <ul style="list-style-type: none"> • Purpose: The Active Transportation Plan will update the 2009 <i>CONNECT</i> plan. This plan will assess the status and connectivity of existing active transportation facilities by identifying gaps and opportunities for improvements in the active transportation network. The plan will follow-up on objectives and goals from the <i>CONNECT</i> plan, notably including a follow-up to the goal of assessing bicycle and pedestrian level of service in the regional road and sidewalk network respectively. Public participation and collaboration with the bike-ped round table will ensure the plan is attentive to invested stakeholders within the region and updates new goals and objectives relevant to current conditions. • Approach: MPO will acquire, compile, and analyze GIS data to identify and map the region's active transportation network. A bicycle and pedestrian level of service mixed-methods analysis will be completed to supplement the analysis of gaps within the network. Public participation, including outreach to affected and interested groups, will help inform an overall Vision, Goals, and Objectives section of the plan to ensure the Active Transportation Plan's planning process results in actionable and accountable steps with the support of the MPO and other regional stakeholders. • Outcomes: The plan will include: <ul style="list-style-type: none"> ○ An introduction to the region and a historical overview of active transportation planning in the region. ○ Existing conditions and level of service analysis that will include maps, tables, and qualitative data. ○ A chapter detailing planned future conditions that will help inform an assessment of future gaps in the active transportation network. ○ Documentation of public participation efforts, with stakeholder input shaping goals and objectives. ○ An implementation chapter outlining responsible entities and detailed activities to be completed along reasonable timelines. 	2 nd Quarter

Partnerships & Services

Strategic Vision: Establish trusted and reliable partnerships with stakeholders by offering valuable support through data analysis, technical expertise, and collaborative efforts.

Cost Summary - MPO

Personnel Costs	Other Direct Costs	Indirect Costs	Total Costs	Staff Hours
\$247,427	\$228,000	\$66,563	\$541,990	3,156

FY 2025 Major Accomplishments

- Wrote grant applications for the US DOT's Active Transportation Infrastructure Investment Program, the Charging and Fueling Infrastructure Program, BUILD program, and Safe Streets and Roads for All implementation program for projects that would benefit MPO members.
- Developed the Comprehensive Safety Action Plan.
- Coordinated with member jurisdictions to recalibrate the MPO's pavement forecasting model.
- Expanded trail counter program with additional physical counters and data subscription.
- Provided data analytics software to members.
- Assessed the regional trail network's pavement conditions with the Iowa Data Bike and published report.
- Coordination with InTrans on the development of trail pavement condition forecasting tools.
- Offered letters of support for various grant programs such as RAISE/BUILD, RISE, and ICAAP funds.
- 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.
- Encouraged public engagement by regularly updating the MPO's website, publishing press releases and public notices, hosting public input meetings, and engaging news media in activities.
- Published MPO Annual Report for member communities.
- Presented to member jurisdiction's governing bodies and other interested stakeholders.

FY 2026 Projects of Note	Target Completion Date
Access to Services <ul style="list-style-type: none"> • Purpose: To build awareness of and facilitate access to MPO services. • Approach: Assess technology and communications channels to better communicate services and receive service requests. • Outcomes: MPO members are better able to access the MPO's services. 	2 nd Quarter
Pavement Forecast and Analysis <ul style="list-style-type: none"> • Purpose: To support the Mobilizing Tomorrow goal of "Manage and Optimize Transportation Infrastructure and Services" by providing MPO members insight into the condition of roadway and trail pavement. • Approach: MPO staff will work with member governments to use data collected from InTrans (for roadways) and the Iowa Data Bike (for trails), as well as community budgets, to analyze and forecast conditions. • Outcomes: More accurate budgeting figures from member governments for pavement rehabilitation. 	2 nd Quarter

FY 2026 Projects of Note	Target Completion Date
Transportation Data/Software <ul style="list-style-type: none"> • Purpose: To acquire transportation data/software for use in MPO planning activities as well as by MPO member governments in their transportation planning and engineering efforts. • Approach: MPO staff in conjunction with the Transportation Technical Committee will identify and secure services from a transportation data vendor(s). • Outcomes: Dynamic transportation data is available for use by the MPO and its member governments. 	1 st Quarter
Bike/Ped Count Program <ul style="list-style-type: none"> • Purpose: Continue to refine the bike/ped count program to better understand non-motorized movement, demand, and emerging priorities within the metro area. • Approach: Deploy additional counters in conjunction with data analytics subscriptions; analyze information collected from bicycle and pedestrian counters and crash information. • Outcomes: <ul style="list-style-type: none"> ○ Interactive map to display trail and bike/ped count and crash data. ○ Annual Bike/Ped Report summarizing trail and non-motorized usage and trail condition summary from Trail Condition Report. ○ Assist member communities purchase replacements for obsolete counters. 	Ongoing
Grant Assistance <ul style="list-style-type: none"> • Purpose: To offer support to MPO members and partner organizations to help secure infrastructure funding in the region. • Approach: MPO staff will work with project sponsors to understand the scope and need of various projects seeking funding from the Iowa DOT, US DOT, other state and federal agencies, and non-profit organizations and assistance including but not limited to letters of support, data, mapping, grant writing/review, and so forth. • Outcomes: More successful grant applications and funding secured for the region. 	Ongoing
Convening and Educating <ul style="list-style-type: none"> • Purpose: To support MPO members and regional organizations by participating in and/or convening opportunities for collaboration, education, and resource sharing. • Approach: Refine the MPO's Speaker Series to host thought-leaders who share ideas, insights, and inspiration with regional influencers to advance the region. Include opportunities at MPO meetings to educate representatives and member communities on issues of importance. <ul style="list-style-type: none"> ○ <i>Cost: \$20,000 is budgeted for speaker assistance. Note, this assistance will be provided with non-federal funding.</i> • Outcomes: MPO representatives, member jurisdictions, and the public are more educated on issues of importance and have venues for important conversations. 	Ongoing

FY 2026 Projects of Note	Target Completion Date
Media Relations <ul style="list-style-type: none"> • Purpose: To maintain good working relationships between the Des Moines Area MPO and the media outlets of Greater Des Moines, to preserve and enhance the reputation and credibility of the MPO and provide the MPO with platforms to deliver its messages to the public and regional stakeholders. • Approach: MPO staff will work to build relationships with media members through face-to-face meetings, providing helpful responses to information and interview requests, and providing timely, newsworthy information for their publications and platforms. • Outcomes: Media outlets will continue to treat MPO as a credible source of information and valuable public entity doing good work for the governments and residents of Greater Des Moines. 	Ongoing
Public Meeting Support <ul style="list-style-type: none"> • Purpose: To ensure MPO public meetings fulfill their objectives, especially the meaningful engagement of the public in the decision-making process of the Des Moines Area MPO. • Approach: MPO staff will collaborate on preparations for public meetings, including standing meetings of MPO committees and subcommittees, as well as special meetings for MPO projects and programs. • Outcomes: MPO public meetings will meet the expectations outlined in Title VI documentation, Limited English Proficiency program, and Public Involvement Process. 	Ongoing
Annual Report <ul style="list-style-type: none"> • Purpose: To report the many values which the Des Moines Area MPO delivers to its member governments, including a summary of MPO investments made with jurisdictions and entities. • Approach: MPO staff will review previous annual reports and recommend any format improvements. • Outcomes: An Annual Report will be developed, published, and distributed to MPO member governments. 	4 th Quarter
Policy Monitoring <ul style="list-style-type: none"> • Purpose: To offer collective awareness and insight to policy changes at the local, state, and federal level that may be of interest to the MPO and its members. • Approach: The MPO will maintain, and when necessary, develop new relationships with national organizations, state and federal agencies, and other key stakeholders to ensure awareness and understanding of policies. The MPO will then communicate this information to its boards, member jurisdiction's governing bodies, other stakeholders, and the public. • Outcomes: Staff and committees are well informed of policy and funding changes and subsequently adaptive and responsive to those changes. 	4 th Quarter

Purpose-Driven Innovation

Strategic Vision: Encourage different ideas, celebrate achievements, and elevate new initiatives that advance member priorities, align with organizational capabilities, and drive region-wide impact.

Cost Summary - MPO

Personnel Costs	Other Direct Costs	Indirect Costs	Total Costs	Staff Hours
\$191,881	\$625,000	\$51,619	\$868,500	2,182

FY 2025 Major Accomplishments

- Initiated a Multimodal Transportation Economic Impact Study in partnership with DART.
- Continued coordination with Iowa DOT, ag stakeholders, state and federal lawmakers, local property owners, and local communities on the US 65/Iowa 5 bypass interstate designation, aka Future 435.
- Engaged with the Iowa DOT, member communities, private sector interests, and Railroad Development Corporation regarding the study and piloting of passenger rail on the Norfolk Southern Rail Spur.

FY 2026 Projects of Note	Target Completion Date
US 65/Iowa 5 Bypass (Future 435) Interstate Designation <ul style="list-style-type: none"> • Purpose: To designate the US 65/Iowa 5 Bypass as an interstate corridor. • Approach: The MPO will work with member communities along the corridor, as well as the Iowa DOT and other regional partners, to take steps necessary to satisfy the interstate designation request process as outlined by the Iowa DOT's Action Plan. This includes exploring legislative solutions to overweight and slow-moving vehicles and coordination with the agricultural community and general public to explore an alternative route for moving agricultural-related equipment. <ul style="list-style-type: none"> ◦ <i>Consultant cost: \$500,000</i> • Outcomes: Official request materials to Iowa DOT; legislative framework; communications strategy; scope of work for alternatives analysis study. 	1 st Quarter
Multimodal Economic Impact Report <ul style="list-style-type: none"> • Purpose: To show the impact that transit, trails, and other multimodal transportation options have on the regional economic. • Approach: The MPO will work with multimodal stakeholders and service providers to engage in a study that assesses wages and spending created by access to jobs, shopping, education, and so forth, as well as the impact to the community of helping keep people healthy and less dependent on governmental and non-profit services for support. The MPO will engage with an outside consultant to carry out the study. <ul style="list-style-type: none"> ◦ <i>Consultant cost: \$125,000</i> • Outcomes: A report summarizing the economic impact of multimodal transportation that can be used to understand the economic benefits derived from investments in transportation infrastructure and services. 	2 nd Quarter

FY 2026 Projects of Note	Target Completion Date
Peer Collaboration <ul style="list-style-type: none">• Purpose: To learn from other MPOs and similar organizations to integrate best practices that align with the MPO's goals.• Approach: The MPO will continue quarterly meetings with the Metropolitan Area Planning Agency (Omaha/Council Bluffs MPO), as well events hosted by organizations like the Association of Metropolitan Planning Organizations and the National Association of Regional Councils, that bring together organizations similar to the MPO. Where possible, MPO board members would be encouraged to participate to learn from their peers from across the nation.• Outcomes: Staff and board members that are familiar with the latest practices and innovations.	Ongoing
Emerging Technology <ul style="list-style-type: none">• Purpose: To be aware of and responsive to new and emerging transportation technology.• Approach: MPO staff and board members will continue to participate in the Iowa Council for Automated Transportation and any subsequent implementation efforts that may arise. As implementation efforts are known, the MPO will help coordinate with its members and other regional stakeholders.• Outcomes: The MPO, its member jurisdiction, and the region in general are adequately prepared for the deployment of any new or emerging transportation technologies.	Ongoing

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, 2025, and ending June 30, 2026. 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 ensure 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: US Department of Transportation planning funds and local per capita assessments from member governments.

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 Chapter 23 of the US Code of Federal Regulations. Federal grants can cover up to 80 percent of eligible 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 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 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. In FY 2026, the MPO will continue to administer a US DOT BUILD grant for the Central Iowa Water Trails construction project.



Table 1 below summarizes the revenue expected to be available for Des Moines Area MPO operations in FY 2026. This revenue includes planning funds from the US DOT, assessment from member governments, and revenue from contracts.

Table 1. Fiscal Year 2026 Funding Sources Available – MPO Operations

	Amount	Percent of Total
Federal DOT Funds		
FHWA PL - New	\$987,587	38.2%
FHWA PL - CS Set-Aside New	\$25,323	1.0%
FHWA PL - Carryover	\$128,198	5.0%
FHWA PL - CS Set-Aside Carryover	\$23,666	0.9%
FTA 5305d - New	\$207,558	8.0%
FTA 5305d – Carryover	\$0	0.0%
FHWA STBG New	\$180,000	7.0%
FHWA STBG Carryover	\$95,000	3.7%
Federal DOT Funds Subtotal	\$1,647,332	63.6%
Non-DOT Funds		
Local Assessments (\$1/capita)	\$608,562	23.5%
DART funds for Economic Impact Study	\$50,000	1.9%
State funds for Future 435 Study	\$250,000	9.7%
Data Bike Assistance	\$7,500	0.3%
Interest Income	\$25,000	1.0%
Non-DOT Funds Subtotal	\$941,062	36.4%
Total Funding	\$2,588,394	100.0%

Table 2 below summarizes additional revenue available to the Des Moines Area MPO for a special project, the Scott Avenue Water Trails project, that received a large US DOT BUILD grant. Because the Des Moines Area MPO is the grant recipient for the BUILD grant, it is shown here as additional revenue for the organization. However, these funds will not be used for regular operations and will only be used to pay out reimbursements on behalf of other project stakeholders. In this sense, they are passthrough funds where revenue will match expenditures. The federal funds shown in Table 2 will not be part of the planning agreement entered into between the Iowa DOT and the Des Moines Area MPO, as they have their own agreements with the DOT.

Table 2. Fiscal Year 2026 Funding Sources Available – Water Trails Construction

	Amount	Percent of Total
US DOT BUILD Grant (estimated funds remaining)	\$11,000,000	80.00%
Local Match (for estimated federal funds remaining)	\$2,750,000	20.00%
TOTAL	\$13,750,000	100.00%

Table 3 illustrates the assessments to be paid by each member government of the Des Moines Area MPO.

Table 3. Member Government Assessments

Member	Assessed Population	TOTAL (\$1.00/capita)
Altoona	21,698	\$21,698
Ankeny***	76,200	\$76,200
Bondurant***	9,393	\$9,393
Carlisle	4,326	\$4,326
Clive	19,005	\$19,005
Cumming*	0	\$0
Dallas County**	2,293	\$2,293
DART*	0	\$0
Des Moines	210,381	\$210,381
Elkhart*	0	\$0
Grimes	16,362	\$16,362
Indianola*	0	\$0
Johnston	24,640	\$24,640
Madison County*	0	\$0
Mitchellville	2,617	\$2,617
Norwalk***	14,350	\$14,350
Pleasant Hill***	11,079	\$11,079
Polk City	6,303	\$6,303
Polk County**	30,036	\$30,036
Urbandale	46,729	\$46,729
Van Meter*	0	\$0
Warren County**	4,055	\$4,055
Waukee***	31,823	\$31,823
West Des Moines	72,205	\$72,205
Windsor Heights	5,067	\$5,067
TOTAL	608,562	\$608,562

Note that for FY 2026, the Des Moines Area MPO used the latest population estimate from the US Census Bureau, accessible at <https://www.iowadatacenter.org/index.php/data-by-source/population-estimates/annual-population-estimates-vintage-2023>

*DART and associate, non-voting members do not pay assessments.

**County populations are only for the unincorporated areas within the MPO boundary. 2020 Census figures were used for FY 2026 for counties.

***Reflects Special Census results that are more recent than the Census Estimate.

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;
- Longevity bonus, deferred compensation, education reimbursement, and professional membership dues;
- Paid leave (sick, vacation, holiday, etc.) and,
- Federal Insurance Tax (FICA), Federal Unemployment Tax (FUTA), State Unemployment Tax (SUTA), and Iowa Public Employees' Retirement System (IPERS).

The Des Moines 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 4 is a summary of employee benefits and includes the total fringe rate.

Table 4. Summary of Employee Benefits

Category	Amount
Paid Leave (PTO)	
<i>Holiday Earned (96 hours per employee)</i>	\$37,173
<i>Vacation Leave (80, 120, or 160 hours per employee)</i>	\$62,523
<i>Sick Leave Earned (96 hours per employee)</i>	\$37,173
<i>Personal Days Earned (24 hours per employee)</i>	\$9,293
<u>Subtotal</u>	<u>\$146,161</u>
Insurance	
<i>Health</i>	\$204,084
<i>Dental</i>	\$6,348
<i>Vision</i>	\$1,368
<i>Life Insurance</i>	\$944
<i>Disability</i>	\$7,328
<u>Subtotal</u>	<u>\$220,072</u>
Paycheck Deductions	
<i>FICA</i>	\$63,440
<i>FUTA</i>	\$415
<i>SUTA</i>	\$332
<i>IPERS</i>	\$78,362
<u>Subtotal</u>	<u>\$142,549</u>
Other Benefits	
<i>Longevity Bonuses</i>	\$7,500
<i>Executive Director Coaching</i>	\$20,000
<i>Professional Memberships & Continuing Education</i>	\$7,200
<i>Deferred Compensation (5% of annual salary)</i>	\$42,126
<u>Subtotal</u>	<u>\$76,826</u>
TOTAL FRINGE BENEFITS	\$585,608
Allocation Base:	
Total Salaries & Wages	\$830,109
Less: Annual Paid Leave	\$146,161
<u>Chargeable Salaries</u>	<u>\$683,947</u>
Employee Fringe Benefit Rate	
Fringe Benefits	\$585,609
Allocation Base	\$683,947
FRINGE RATE	85.62%

Non-Personnel Expenses

Table 5 includes a list of all anticipated non-personnel expenses. Each item includes its total cost and an indication of whether that cost is an indirect or direct cost. General expenses that can be attributed to multiple work elements and contracts are treated as indirect costs and pooled.

Not all general expense categories are deemed eligible for reimbursement with federal funds. The Des Moines Area MPO has determined that a portion of the Computer/Software costs, a portion of Travel & Training costs, all Equipment & Furniture costs, and all Food & Beverage costs, are non-allowable federal costs, and will not charge these costs to a federal grant.

Costs identified as direct are for either specific or special work activities, like studies that use consulting services. These costs are only attributed to the work element related to that activity. These direct costs are not used when determining the indirect cost rate and indirect costs are not applied to these activities.

Table 5. Statement of Projected Total Costs – MPO Operations

Budget Category	Total Cost	Ineligible Indirect Costs	Eligible Indirect Costs	Direct Costs
Salaries & Wages	\$683,947	\$0	\$0	\$683,947
Fringe Benefits	\$585,610	\$0	\$0	\$585,610
Total Personnel Costs	\$1,269,557	\$0	\$0	\$1,269,557
Occupancy	\$129,000	\$0	\$129,000	\$0
Insurance -Property	\$15,000	\$0	\$15,000	\$0
Professional Services	\$92,950	\$0	\$0	\$92,950
Bank Fees	\$500	\$0	\$500	\$0
Computers & Software	\$45,500	\$10,000	\$35,500	\$0
Telecommunications	\$27,336	\$0	\$27,336	\$0
Printing & Postage	\$10,200	\$0	\$10,200	\$0
Travel & Training	\$45,000	\$10,000	\$35,000	\$0
Mileage and Auto	\$9,500	\$0	\$9,500	\$0
Dues/Memberships	\$14,000	\$0	\$14,000	\$0
Furniture & Equipment	\$15,000	\$15,000	\$0	\$0
Office Supplies	\$10,000	\$0	\$10,000	\$0
Publications & Subscriptions	\$5,000	\$0	\$5,000	\$0
Food & Beverages	\$15,000	\$15,000	\$0	\$0
Meeting Rooms	\$500	\$0	\$500	\$0
Non-Personnel Special Studies/Projects	\$873,000	\$0	\$0	\$873,000
Sponsorships	\$10,000	\$0	\$0	\$10,000
Transportation Data/Analytics				
Software	\$180,000	\$0	\$0	\$180,000
Multimodal Economic Impact Report	\$125,000	\$0	\$0	\$125,000
Future 435 Alternatives Analysis	\$500,000	\$0	\$0	\$500,000
Strategic Planning	\$10,000	\$0	\$0	\$10,000
Travel Demand Model Consultant	\$10,000	\$0	\$0	\$10,000
Speaker Series	\$20,000	\$0	\$0	\$20,000
dTIMS Licenses for MPO	\$3,000	\$0	\$0	\$3,000
Data bike software/Intrans	\$15,000	\$0	\$0	\$15,000
Total Non-Personnel Costs	\$1,307,486	\$50,500	\$291,036	\$965,950
TOTAL	\$2,577,043	\$50,500	\$291,036	\$2,235,507

**Passthrough costs for the Water Trails project are not included.*

Table 6 identifies the methodology used for projecting the annual indirect cost rate for purposes of developing the upcoming fiscal year’s budget.

Table 6. Indirect Cost Rate Calculation	
All Indirect Costs	\$341,536
Eligible Indirect Costs	\$291,036
Total Direct Salaries, Wages, and Fringe Benefits	<u>\$1,269,557</u>
<i>Salaries & Wages</i>	<u>\$683,947</u>
<i>Fringe Benefits*</i>	<u>\$585,610</u>
INDIRECT RATE	<u>26.90%</u>
ELIGIBLE INDIRECT RATE FOR DOT REIMBURSEMENT	<u>22.92%</u>

Tables 7 through 9 summarize the budget in different ways. Table 7 shows costs of the four tasks in which Des Moines Area MPO activities are organized by the amount of direct and indirect costs, including which tasks will use consultant services and the amount of non-eligible indirect costs. Table 8 summarizes costs of the five tasks in which Des Moines Area MPO activities are organized by funding source. Table 9 shows an overall balance summary comparing total revenues to total costs for the year.

Table 7. Summary of Projected Work Program Costs and Hours

Task	Total Costs	Direct Costs			Indirect Costs		Hours
		personnel	Consultant*	other	eligible	non-eligible	
1 Governance & Operations	\$833,521	\$575,697	\$10,000	\$92,950	\$131,974	\$22,900	6,275
2 Regional Planning & Federal Excellence	\$284,043	\$215,948	\$10,000	\$0	\$49,504	\$8,590	2,795
2a Regional Planning & Federal Excellence-Complete Streets	\$48,990	\$38,604	\$0	\$0	\$8,850	\$1,536	528
3 Enhance Partnerships & Services	\$541,990	\$247,427	\$0	\$228,000	\$56,721	\$9,842	3,156
4 Purpose-Driven Innovation	\$868,500	\$191,881	\$625,000	\$0	\$43,987	\$7,632	2,182
TOTAL	\$2,577,043	\$1,269,557	\$645,000	\$320,950	\$291,036	\$50,500	14,936

* Consultant cost detail:

- Task 1: Strategic Planning
- Task 2: Travel Demand Model
- Task 4: Multimodal Economic Impact Study
- Task 4: Future 435 Study

Table 8. Fiscal Year 2026 Budget By Agency

Funding Sources	MPO Activities					Total
	Governance & Operations	Regional Planning & Federal Excellence	Regional Planning & Federal Excellence-Complete Streets	Enhance Partnerships & Services	Purpose-Driven Innovation	
Federal Funds						
FHWA PL - New	\$325,616	\$110,961	\$0	\$211,729	\$339,281	\$987,587
FHWA PL - CS Set-Aside New	\$0	\$0	\$25,323	\$0	\$0	\$25,323
FHWA PL - Carryover	\$42,268	\$14,404	\$0	\$27,484	\$44,042	\$128,198
FHWA PL - CS Set-Aside Carryover	\$0	\$0	\$23,666	\$0	\$0	\$23,666
FTA 5305d - New	\$68,434	\$23,320	\$0	\$44,498	\$71,306	\$207,558
FTA 5305d – Carryover	\$0	\$0	\$0	\$0	\$0	\$0
FHWA STBG New	\$59,348	\$20,224	\$0	\$38,590	\$61,838	\$180,000
FHWA STBG Carryover	\$31,322	\$10,674	\$0	\$20,367	\$32,637	\$95,000
Federal Total	\$526,988	\$179,583	\$48,989	\$342,669	\$549,103	\$1,647,332
Percent of Total	63%	63%	100%	63%	63%	64%
Non-Federal Funds						
Member Dues	\$306,533	\$104,459	\$0	\$191,821	\$69,397	\$672,210
Future 435 Contribution	\$0	\$0	\$0	\$0	\$250,000	\$250,000
Data Bike Fees	\$0	\$0	\$0	\$7,500	\$0	\$7,500
Non-Federal Total	\$306,533	\$104,459	\$0	\$199,321	\$319,397	\$929,710
Percent of Total	37%	37%	0%	37%	37%	36%
Total Cost	\$833,521	\$284,042	\$48,990	\$541,990	\$868,500	\$2,577,043

Notes:

- The BIL § 11206 requires each MPO to use at least 2.5% of its PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. This funding is 100% reimbursable and does not require a local match. Per the Iowa DOT's direction, these funds are to be shown as their own work element with no additional funding included.
- DART's Transit Service Planning project will not be part of the planning agreement entered into between the MPO and Iowa DOT.
- Scott Avenue Water Trails funding will not be part of the planning agreement entered into between the MPO and Iowa DOT and is not included here.
- FHWA Metropolitan Planning (PL) program funding is transferred to FTA 5305d program funding in a consolidated planning grant application. FHWA STBG program funding is transferred to FTA 5307 program funding in a separate FTA transfer grant application

Table 9. Projected Fiscal Year 2026 Balance Summary

Starting Balance		
Local Balance -FY 24 Audit		\$1,577,208
Forecasted end FY 2025 balance		\$22,520
<u>Local Cash Balance</u>		<u>\$1,599,728</u>
TOTAL		\$1,599,728
Revenue		
US DOT Funds		\$1,647,332
Local Assessments (\$1/capita)		\$608,562
DART funds for Economic Impact Study		\$50,000
State funds for Future 435 Study		\$250,000
Data Bike Assistance		\$7,500
Interest Income		\$25,000
TOTAL		\$2,588,394
Costs (Projections)		
Salaries		\$662,347
Wages		\$21,600
Fringe		\$585,610
Indirect Costs		\$341,536
Other Direct Costs		\$965,950
TOTAL		\$2,577,043
Ending Balance/Reserve		
Starting Balance		\$1,599,728
Reserve Funds Used		\$0
Surplus/Deficit		\$11,351
End of FY Balance		\$1,611,079
<i>3 Month Operating Reserve</i>		<i>\$426,011</i>
<i>Projected Local (Other)</i>		<i>\$1,185,068</i>

Appendix A: Committee Representation

Policy Committee | Primary Representatives | Chair Mark Holm

<i>Representing</i>	<i>Name</i>	<i>Title</i>
City of Altoona	Dean O'Connor	Mayor
City of Ankeny	Todd Shafer	Council Member
City of Ankeny	Mike Schrock	Assistant City Manager
City of Bondurant	Doug Elrod	Mayor
City of Carlisle	Dan Carver	Council Member
City of Clive	Ted Weaver	Council Member
City of Cumming+	Kathie Hungerford	Council Member
City of Des Moines	Connie Boesen	Mayor
City of Des Moines	Chris Coleman	Council Member
City of Des Moines	Joe Gatto	Council Member
City of Des Moines	Josh Mandelbaum	Council Member
City of Des Moines	Carl Voss	Council Member
City of Elkhart+	Brad Fordyce	Council Member
City of Grimes	Jake Anderson	City Administrator
City of Indianola+	Steve Richardson	Mayor
City of Johnston	Jim Evans	Council Member
City of Mitchellville	Jessica Trobaugh	Mayor
City of Norwalk	Jason Brown	Council Member
City of Pleasant Hill	Len Murray	Council Member
City of Polk City	Jeff Walters	Council Member
City of Urbandale	Robert Andeweg	Mayor
City of Van Meter+	Joel Akers	Council Member
City of Waukee	Courtney Clarke	Mayor
City of West Des Moines	Matthew McKinney	Council Member
City of West Des Moines	Tom Hadden	City Manager
City of Windsor Heights	Mike Jones	Mayor
Dallas County	Julia Helm	County Supervisor
Madison County+	Heather Stancil	County Supervisor
Polk County	Mark Holm	County Supervisor
Warren County	Aaron DeKock	County Supervisor
Iowa DOT++	Shelby Ebel	District 1 Transportation Planner
DART	Amanda Wanke	CEO
DSM Airport++	Brian Mulcahy	Deputy Executive Director
HIRTA++	Julia Castillo	Executive Director
FHWA++	Sean Litteral	Iowa Division
FTA++	Gerri Doyle	Region 7

+Associate, Non-Voting Member

++Advisory, Non-Voting Member

Policy Committee | Alternate Representatives

Representing	Name	Title
City of Altoona	Jeremy Boka	Council Member
City of Ankeny	Bobbi Bentz	Council Member
City of Ankeny		
City of Bondurant	Marketa Oliver	City Administrator
City of Carlisle	Drew Merrifield	Mayor
City of Clive	John Edwards/ Eric Klein	Mayor/ Council Member
City of Cumming+	Martin Squier	Council Member
City of Des Moines	Scott Sanders	City Manager
City of Des Moines	Matt Anderson	Deputy City Manager
City of Des Moines	Jim Hoff	Assistant City Manager
City of Des Moines	Malcolm Hankins	Assistant City Manager
City of Des Moines	Vacant	
City of Elkhart	Angie Schaffer	Council Member
City of Grimes	Alex Pfaltzgraff	Development Services Manager
City of Indianola+	Ron Dalby	Council Member
City of Johnston	Tom Cope	Council Member
City of Mitchellville	TBD	TBD
City of Norwalk	Tom Phillips	Mayor
City of Pleasant Hill	Mark Konrad	Council Member
City of Polk City	Steve Karsjen	Mayor
City of Urbandale	David Jones/ Curtis Brown	City Manager/ Assistant City Manager
City of Van Meter+	Liz Faust	City Administrator
City of Waukee	Brad Deets	City Administrator
City of West Des Moines	Jamie Letzring	Deputy City Manager
City of West Des Moines	Laura Reveles	Assistant to the City Manager
City of Windsor Heights	Michael Libbie	Council Member
Dallas County	Brad Golightly/Kim Chapman	County Supervisor
Madison County+	Mike Hackett	County Engineer
Polk County	Matt McCoy	County Supervisor
Warren County	Stephanie Erickson	County Supervisor
Iowa DOT++	Sam Hiscocks	Bureau of Systems Planning
DART	Luis Montoya	Chief Operating Officer
DSM Airport++	Ni Wagner	Director of Finance
HIRTA++	Brooke Ramsey	Business Development Manager
FHWA++	John Gibson	Iowa Division
FTA++	Dan Nguyen	Region 7
+Associate, Non-Voting Member	++Advisory, Non-Voting Member	

Executive Committee | Chair Mark Holm

Representing	Name	Title
City of Altoona	Dean O'Conner	East Subarea Representative
City of Ankeny	Todd Shafer	Ankeny Representative
City of Polk City	Jeff Walters	Vice-Chair, NW Subarea Representative
City of Des Moines	Connie Boesen	Secretary/Treasurer, Des Moines Representative
City of Urbandale	Robert Andeweg	Ex-Officio Past Chair, NW Subarea Representative
City of Bondurant	Doug Elrod	East Subarea Representative
City of Des Moines	Joe Gatto	Des Moines Representative
City of Waukee	Courtney Clarke	SW Subarea Representative
City of West Des Moines	Matthew McKinney	West Des Moines Representative
City of Windsor Heights	Mike Jones	SW Subarea Representative
Polk County	Mark Holm	Chair, Polk County Representative

Funding Subcommittee | Chair Tom Hadden

Representing	Name	Title
City of Ankeny	Mike Schock	Assistant City Manger
City of Bondurant	Marketa Oliver	City Administrator
City of Clive	John Edwards	Mayor
City of Des Moines	Scott Sanders	City Manager
City of Pleasant Hill	Len Murray	Council Member
City of Urbandale	David Jones	City Manager
City of Waukee	Courtney Clarke	Mayor
City of West Des Moines	Tom Hadden	City Manager
City of Windsor Heights	Mike Jones	Mayor
Polk County	Matt McCoy	County Supervisor

Finance and Budget Subcommittee | Chair Connie Boesen

Representing	Name	Title
City of Ankeny	Jenn Sease	Administrative Services Director
City of Des Moines	Connie Boesen	Mayor MPO Policy Committee Secretary/Treasurer
City of Des Moines	Nickolas Schaul	Finance Director
City of Pleasant Hill	Len Murray	Council Member
City of Waukee	Courtney Clarke	Mayor MPO Policy Committee
City of West Des Moines	Tim Stiles	Finance Director

Strategic Plan Steering Committee

Representing	Name	Title
City of Altoona	John Dostart	City Engineer
City of Ankeny	Bobbi Bentz	Mayor
City of Des Moines	Connie Boesen	Mayor
City of Urbandale	Bob Andeweg	Mayor
City of West Des Moines	Tom Hadden	City Manager
City of Windsor Heights	Mike Jones	Mayor
Polk County	Mark Holm	County Supervisor

MPO Transportation Technical Committee | Primary Representatives | Chair John Dostart

Representing	Name	Title
City of Altoona	John Dostart	City Engineer
City of Ankeny	Mark Mueller	Public Works Director
City of Ankeny	Amy Quartell	City Engineer
City of Bondurant	Isaac Pezley	City Planner
City of Carlisle	Mitch Holtz	Consultant/City Engineer
City of Clive	Jeff May	Public Works Director
City of Cumming+	Rita Connor	City Administrator
City of Des Moines	John Davis	City Traffic Engineer
City of Des Moines	Steve Naber	City Engineer
City of Des Moines	Michael Ludwig	Deputy Director of Development Services
City of Elkhart	Angie Schaffer	City Council Member
City of Grimes	Matt Ahrens	City Engineer
City of Indianola+	Wade Wagoner	Deputy City Manager
City of Johnston	Rose Schroder	Community Development Director
City of Mitchellville	Adam McCann	Public Works
City of Norwalk	Luke Parris	Community Development Director
City of Pleasant Hill	Madeline Sturms	Assistant City Manager/ Community Development Director
City of Polk City	Mike Schulte	Public Works Director
City of Urbandale	John Larson	Director of Engineering and Public Works
City of Van Meter+	Dave Herman	Public Works Director
City of Waukee	Rudy Koester	Public Works Director/City Engineer
City of West Des Moines	Eric Peterson	Traffic Engineer
City of West Des Moines	Karen Marren	Planner
City of Windsor Heights	Justin Ernst	City Engineer
Dallas County	Murray McConnell	Planning & Zoning Director
DART	Tony Filippini	Planning Manager
DSM++	Brian Belt	Director of Engineering & Planning
FHWA++	Sean Litteral	Iowa Division
FTA++	Gerri Doyle	Region 7
HIRTA++	Julia Castillo	Executive Director
Iowa DOT++	Shelby Ebel	District 1 Transportation Planner
Madison County+	Mike Hackett	County Engineer
Polk County	Aaron Putnam	County Engineer
Warren County	Tim Hill	Assistant County Engineer
+Associate, Non-Voting Member		++Advisory, Non-Voting Member

MPO Transportation Technical Committee | Alternate Representatives

Representing	Name	Title
City of Altoona	John Shaw	Community Development Director
City of Ankeny	Adam Lust	Engineering Manager
City of Ankeny	Vacant	
City of Bondurant	Maggie Murray	Planning & Community Development Director
City of Carlisle	Tony Rhinehart	Public Works Superintendent
City of Clive	Jim Hagelie	City Engineer
City of Cumming+	Alex Schlader	City Engineer
City of Des Moines	Bert Drost	Senior City Planner
City of Des Moines	Thomas Vlach	Deputy City Engineer
City of Des Moines	Jennifer Dakovich	Principal Traffic Engineer
City of Elkhart	Steve Allen	City Council Member
City of Grimes	Alex Phaltzgraff	Community Services Director
City of Indianola+	Akhliesh Pal	Public Works Director
City of Johnston	Matt Greiner	Public Works Director
City of Mitchellville	Adam McCann	Public Works Operator
City of Norwalk	Elliot Klimowski	City Planner
City of Pleasant Hill	Rose Schroder	Planning Director
City of Polk City	Randy Franzen	Public Works Supervisor
City of Urbandale	Kristin Brostrom	Assistant Director of Engineering
City of Van Meter+	Liz Faust	City Administrator
City of Waukee	Andy Kass	Community Development Director
City of West Des Moines	Brian Hemesath	City Engineer
City of West Des Moines	TBD	TBD
City of Windsor Heights	Andy Larson	Public Works Director
Dallas County	Al Miller	County Engineer
DART	Keegan Haines	Transit Planner
DSM++	Brian Belt	Director of Engineering & Planning
FHWA++	Johnnie Gibson	Iowa Division
FTA++	Dan Nguyen	Region 7
HIRTA	Brooke Ramsey	Business Development Manager
Iowa DOT++	Andrea White	Bureau of Systems Planning
Madison County+	Ryan Marquardt	County Supervisor
Polk County	Bret VandeLune	Public Works Director
Warren County	Brian Konrad	Operations Assistant
+Associate, Non-Voting Member		++Advisory, Non-Voting Member

Advisory Committees*

Committee	Chair/Organizer
Transportation Advisory Group	Catlin Curry, DART
Central Iowa Bicycle-Pedestrian Roundtable	Carl Voss, City of Des Moines
Freight Roundtable	Ron DeVries, Ruan Transportation Management Systems
Traffic Management Advisory Committee	Len Murray, City of Pleasant Hill
Environment Roundtable	Jeff Walters, City of Polk City
Emerging Technology Roundtable	N/A

* Committees open to all interested parties. Any individuals listed under 'chair/organizer' help aid and/or coordinate certain efforts. The groups are otherwise collaborative and aided by MPO staff.

Appendix B: Commonly Used Acronyms

ACS	American Community Survey
BIL.....	Bipartisan Infrastructure Law of 2021, aka, Infrastructure Investment & Jobs Act
BUILD.....	Better Utilizing Investments to Leverage Development
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
CRP	Carbon Reduction Program
DART.....	Des Moines Area Regional Transit Authority
DNR	Department of Natural Resources
DOT	Department of Transportation
DSM.....	Des Moines International Airport
FAST Act	Fixing Americas Surface Transportation Act
FFCS.....	Federal Functional Classification System
FHWA	Federal Highway Administration
FRA	Federal Rail Administration
FTA	Federal Transit Administration
FY.....	Fiscal Year
FFY.....	Fiscal Federal Year
GDMP	Greater Des Moines Partnership
GIS	Geographic Information Systems
HIRTA.....	Heart of Iowa Regional Transit Agency
HY	Horizon Year
ICAAP.....	Iowa's Clean Air Attainment Program
ICM	Integrated Corridor Management
IJR	Interchange Justification Report
IJA	Infrastructure Investment and Jobs Act of 2021, aka, Bipartisan Infrastructure Law
InTrans	Iowa State University Center for Transportation and Research
ITS.....	Intelligent Transportation Systems
L RTP.....	Long-Range Transportation Plan
MIPA.....	Mid-Iowa Planning Alliance for Community Development
MOU	Memorandum of Understanding
MPA.....	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
NCHRP	National Cooperative Highway Research Program
NHTS.....	National Household Travel Survey
PCI	Pavement Condition Index
PM	Performance Measure
PPP	Public Participation Plan
PTP	Passenger Transportation Plan
RAISE	Rebuilding American Infrastructure with Sustainability and Equity
SRTS.....	Safe Routes to Schools

SS4A.....	Safe Streets for All
STBG	Surface Transportation Block Grant
TAG	Transportation Action Group
TAP	Transportation Alternatives Program
TAZ	Traffic Analysis Zone
TCIP	Transportation Capital Improvement Program
TDM.....	Travel Demand Management
TIM	Traffic Incident Management
TIP	Transportation Improvement Program
TMA.....	Transportation Management Area
TMAC.....	Traffic Management Advisory Committee
TPMS	Transportation Program Management System
TTC	Transportation Technical Committee
UPWP	Unified Planning Work Program
WMA	Watershed Management Authority



Resolution of Support

RESOLUTION FY 2023 – 66

WHEREAS, the Des Moines Area Metropolitan Planning Organization is established under Chapter 28E of the Code of Iowa;

WHEREAS, the Des Moines Area Metropolitan Planning Organization is the designated metropolitan planning organization for the Des Moines metropolitan area;

NOW, THEREFORE, BE IT RESOLVED by the Des Moines Area Metropolitan Planning Organization that:

The Des Moines Area Metropolitan Planning Organization hereby approves the final Fiscal Year 2026 Unified Planning Work Program and Budget.

Done on the 22nd day of May 2025.



Mark Holm- Chair
Des Moines Area Metropolitan Planning Organization Chair



Certificate of Indirect Cost Proposal/Indirect Costs

This is to certify that I have reviewed the indirect cost proposal submitted herewith and to the best of my knowledge and belief:

- (1) All costs included in this proposal dated February 28, 2024, to establish a Cost Allocation Plan for the time period beginning July 1, 2024, and ending June 30, 2025, are allowable in accordance with the requirements of the Federal awards to which they apply and with Subpart E—Cost Principles of Part 200 as they apply to my Governmental Organization.
- (2) This proposal does not include any costs which are unallowable under Subpart E—Cost Principles of Part 200 such as (without limitation): public relations costs, contributions and donations, entertainment costs, fines and penalties, lobbying costs, and defense of fraud proceedings; and
- (3) All costs included in this proposal are properly allocable to Federal awards on the basis of a beneficial or causal relationship between the expenses incurred and the Federal awards to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently.

Subject to the provisions of the Program Fraud Civil Remedies Act of 1986, (31 USC 3801 et seq.), and the Department of Labor's implementing regulations, (29 CFR Part 22), the False Claims Act (18 USC 287 and 31 USC 3729); and the False Statement Act (18 USC 1001), I declare to the best of my knowledge that the foregoing is true and correct.


(Signature)

Dylan Mullenix
(Please Print Name)

Executive Director
(Title)

Des Moines Area Metropolitan Planning Organization
(Name of Organization)

February 28, 2025
(Date Signed)

(Signed by the official having the authority to negotiate indirect cost rates for the organization or by a higher level official.)

MPO/RPA Self-Certification of Procurement and Consultant Selection Procedures

This is to certify that I have reviewed the [Iowa DOT Purchasing Rules](#) (Iowa Administrative Code 761, Chapter 20) and will ensure procurements or the selection of consultant firms for projects to be reimbursed with federal transportation planning funds will follow the policies and procedures outlined in the above-referenced purchasing rules.

Further, I certify that the following requirements will be adhered to for procurements and consultant services to be reimbursed with federal transportation planning funds.

- Capital expenditures, including the purchase of equipment, will be a separate line item in an approved Unified Planning Work Program (UPWP) if the anticipated total cost exceeds \$5,000.
- An approved UPWP will specify that a project will involve consultant services prior to initiating the consultant selection process.
- Our agency will document the procedures utilized for the procurement or consultant selection, and will retain this documentation on file for a minimum of three years.
- When reimbursement is requested for capital expenditures or consultant services, we will provide our District Planner and the Bureau of Systems Planning, through email or hard copy, invoices documenting the expenditure(s) at the time the associated reimbursement request is submitted.

I declare to the best of my knowledge and ability that we will adhere to the above requirements.



(Signature)

Dylan Mullenix

(Please Print Name)

Executive Director

(Title)

Des Moines Area Metropolitan Planning Organization

(Name of Organization)

February 28, 2025

(Date Signed)

(Signed by the official having the authority to initiate procurements or consultant selection for the organization or by a higher level official.)
--



Performance Management Agreement Between the Des Moines Area MPO and the Iowa Department of Transportation

On May 27, 2016, the final rule for statewide and metropolitan transportation planning was published, based on 2012's Moving Ahead for Progress in the 21st Century (MAP-21) Act and 2015's Fixing America's Transportation System (FAST) Act. As part of this final rule, [23 CFR 450.314 \(h\)](#) was amended to state:

- (h)(1) The MPO(s), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see §450.306(d)), and the collection of data for the State asset management plan for the NHS for each of the following circumstances:
 - (i) When one MPO serves an urbanized area;
 - (ii) When more than one MPO serves an urbanized area; and
 - (iii) When an urbanized area that has been designated as a TMA overlaps into an adjacent MPA serving an urbanized area that is not a TMA.
- (2) These provisions shall be documented either:
 - (i) As part of the metropolitan planning agreements required under paragraphs (a), (e), and (g) of this section; or
 - (ii) Documented in some other means outside of the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation.

In 2017, the following three-pronged approach was cooperatively developed to address 23 CFR 450.314 (h). This approach provides a regular opportunity to review and update coordination methods as performance management activities occur, which offers an adaptable framework as performance-based planning and programming evolves.

- Agreement between the Iowa DOT and MPOs on applicable provisions through documentation included in each MPO's TPWP.
- Agreement between the Iowa DOT and relevant public transit agencies on applicable provisions through documentation included in each public transit agency's consolidated funding application.
- Agreement between each MPO and relevant public transit agencies on applicable provisions through documentation included in the appropriate cooperative agreement(s) between the MPO and relevant public transit agencies.

Inclusion of the following language in an MPO's TPWP, and that TPWP's subsequent approval by Iowa DOT, constitutes agreement on these items.

The Iowa DOT and the Des Moines Area MPO agree to the following provisions. The communication outlined in these provisions between the MPO and Iowa DOT will generally be through the statewide planning coordinator in the Bureau of Systems Planning.

1) Transportation performance data

- a. The Iowa DOT will provide MPOs with the statewide performance data used in developing statewide targets, and, when applicable, will also provide MPOs with subsets of the statewide data, based on their planning area boundaries.
- b. If MPOs choose to develop their own target for any measure, they will provide the Iowa DOT with any supplemental data they utilize in the target-setting process.

2) Selection of performance targets

- a. The Iowa DOT will develop draft statewide performance targets for FHWA measures in coordination with MPOs. Coordination may include in-person meetings, web meetings, conference calls, and/or email communication. MPOs shall be given an opportunity to provide comments on statewide targets and methodology before final statewide targets are adopted.
- b. If an MPO chooses to adopt their own target for any measure, they will develop draft MPO performance targets in coordination with the Iowa DOT. Coordination methods will be at the discretion of the MPO, but the Iowa DOT shall be provided an opportunity to provide comments on draft MPO performance targets and methodology prior to final approval.

3) Reporting of performance targets

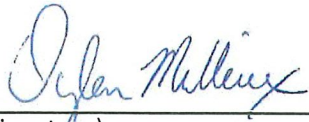
- a. Iowa DOT performance targets will be reported to FHWA and FTA, as applicable. MPOs will be notified when Iowa DOT has reported final statewide targets.
- b. MPO performance targets will be reported to the Iowa DOT.
 - i. For each target, the MPO will provide the following information no later than 180 days after the date the Iowa DOT or relevant provider of public transportation establishes performance targets, or the date specified by federal code.
 1. A determination of whether the MPO is 1) agreeing to plan and program projects so that they contribute toward the accomplishment of the Iowa DOT or relevant provider of public transportation performance target, or 2) setting a quantifiable target for that performance measure for the MPO's planning area.
 2. If a quantifiable target is set for the MPO planning area, the MPO will provide any supplemental data used in determining any such target.
 3. Documentation of the MPO's target or support of the statewide or relevant public transportation provider target will be provided in the form of a resolution or meeting minutes.
- c. The Iowa DOT will include information outlined in [23 CFR 450.216 \(f\)](#) in any statewide transportation plan amended or adopted after May 27, 2018, and information outlined in [23 CFR 450.218 \(q\)](#) in any statewide transportation improvement program amended or adopted after May 27, 2018.
- d. MPOs will include information outlined in [23 CFR 450.324 \(f\) \(3-4\)](#) in any metropolitan transportation plan amended or adopted after May 27, 2018, and information outlined in [23 CFR 450.326 \(d\)](#) in any transportation improvement program amended or adopted after May 27, 2018.
- e. Reporting of targets and performance by the Iowa DOT and MPOs shall conform to [23 CFR 490](#), [49 CFR 625](#), and 49 CFR 673.

4) Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO

- a. The Iowa DOT will provide MPOs with the statewide performance data used in developing statewide targets, and, when applicable, will also provide MPOs with subsets of the statewide data, based on their planning area boundaries.

5) The collection of data for the State asset management plans for the NHS

- a. The Iowa DOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS.



(Signature)

Dylan Mullenix

(Please Print Name)

Executive Director

(Title)

Des Moines Area Metropolitan Planning Organization

(Name of Organization)

February 28, 2025

(Date Signed)

(Signed by the official having the authority to negotiate indirect cost rates for the organization or by a higher level official.)
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We collaborate across community boundaries

to lead regional transportation
planning, fund improvements, and
drive transformative innovation

for future generations.

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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