



# **FEDERAL FISCAL YEAR 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM**

A regional program of surface transportation improvement projects to enhance the movement of goods and people along the greater Des Moines metropolitan area's transportation system.

June 2016

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# Glossary of Acronyms

<b>ARRA</b>	<i>American Recovery and Reinvestment Act of 2009</i>
<b>CMAQ</b>	Congestion Mitigation Air Quality
<b>DEMO</b>	Demonstration Award
<b>DART</b>	Des Moines Area Metropolitan Transit Authority
<b>DMAMPO</b>	Des Moines Area Metropolitan Planning Organization
<b>DISC</b>	Discretionary Federal Funds
<b>ESP</b>	Economic Stimulus Package
<b>ER</b>	Emergency Relief Program
<b>FM</b>	Farm-to-Market Funds
<b>FL</b>	Federal Lands Highway Program
<b>FHWA</b>	Federal Highway Administration
<b>FTA</b>	Federal Transit Administration
<b>FFY</b>	Federal Fiscal Year
<b>HIRTA</b>	Heart of Iowa Regional Transit Authority
<b>HRRR</b>	High Risk Rural Roads
<b>HSIP</b>	Highway Safety Improvement Program
<b>ICAAP</b>	Iowa's Clean Air Attainment Program
<b>Iowa DOT</b>	Iowa Department of Transportation
<b>IM</b>	Interstate Maintenance
<b>ISTEA</b>	<i>Intermodal Surface Transportation Efficiency Act of 1991</i>
<b>MAP-21</b>	<i>Moving Ahead for Progress in the 21<sup>st</sup> Century</i>
<b>MPO</b>	Metropolitan Planning Organization
<b>NHS</b>	National Highway System
<b>NEPA</b>	National Environmental Policy Act
<b>NHPP</b>	National Highway Performance Program
<b>PL</b>	Planning Funds
<b>PRF</b>	Primary Road Funds
<b>RTP</b>	Recreational Trails Program
<b>RPA</b>	Regional Planning Affiliation
<b>RISE</b>	Revitalize Iowa's Sound Economy Program
<b>SAFETEA-LU</b>	<i>Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users</i>
<b>SRTS</b>	Safe Routes to School
<b>STIP</b>	State Transportation Improvement Program

<b>STP</b>	Surface Transportation Program
<b>STP-HBP</b>	Surface Transportation Program – Highway Bridge Program
<b>TAP</b>	Transportation Alternative Program
<b>TEA-21</b>	<i>Transportation Equity Act for the 21<sup>st</sup> Century</i>
<b>TIP</b>	Transportation Improvement Program
<b>TTC</b>	MPO Transportation Technical Committee

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## CHAPTER ONE

# Introduction

The FFY 2017-2020 TIP contains seven chapters covering the Des Moines Area MPO's guidelines for choosing and funding projects, status reports of the previous FFY projects, a listing of projects in the Federal highway and Federal transit element, a financial plan for all Federal-aid projects, required resolutions and certifications, and a summary of public comments.

### **Chapter One: General Overview of the TIP**

The Introduction explains Federal transportation planning guidelines and provides background information on the Des Moines Area MPO's responsibilities, representatives, and committees. The chapter also includes information about the Des Moines Area MPO's public participation process procedures and provides an overview of the TIP, including its purpose, requirements, and the methodology to adopt, implement, amend, or modify the plan.

### **Chapter Two: Project Selection Procedures**

This chapter provides background into the Des Moines Area MPO's project selection procedure, including eligibility requirements, basis of funding projects, and project scoring process.

### **Chapter Three: Funding Programs**

This chapter provides a summary of the various funding programs available for project within the Des Moines Area MPO planning area including Federal, State, and local funding sources. The chapter also discusses the intent of each of these programs.

### **Chapter Four: Federal Fiscal Year 2016 Status Reports**

The Federal Fiscal Year 2016 Status Reports chapter is a status listing of all Federal-aid projects programmed to utilize Federal funding in FFY 2016.

### **Chapter Five: Federal Highway Administration Projects**

The Federal Highway Administration Projects chapter provides a listing of all Federal-aid projects programmed to utilize FHWA funds during the next four FFYs (FFY 2017-2020).

### **Chapter Six: Federal Transit Administration Projects**

The Federal Transit Administration Projects chapter provides a listing of all Federal-aid projects programmed to utilize FTA funds during the next four FFYs (FFY 2017-2020).



## **Chapter Seven: Financial Plan**

The Financial Plan chapter summarizes the financial availability of the Des Moines Area MPO to implement surface transportation improvements. The chapter includes the fiscal constraint of the STP and TAP funds, listing the forecasted operations and maintenance expenditures, and forecasted non Federal-aid revenues. The chapter also includes a section discussing the transit funding Federal-aid by year.

## **Chapter Eight: Public Comment**

The public comment chapter includes a summary on the disposition of comments made as part of the public review of the TIP on June 16, 2016, and any subsequent written comments submitted to the Des Moines Area MPO before July 21, 2016.

## **Appendices**

### **Resolutions and Certifications**

The resolutions and certifications chapter includes the TIP's resolution of adoption by the Des Moines Area MPO, a self-certification of the metropolitan planning process, and a certification of the financial capacity analysis.

# General Overview of the TIP

The transportation system in a metropolitan planning area is vital for the movement of people and goods to, through, from, and within the area. A transportation system takes on two primary roles: the movement of people and the movement of goods. The transportation improvement program (TIP) is a metropolitan area's regionally agreed upon list of surface transportation improvements that received Federal funding to move goods and people in a metropolitan area's transportation system.

## The TIP and Federal Guidance

Congress passed the *Federal-Aid Highway Act of 1962*, requiring regional agencies to conduct a "continuing, comprehensive, and coordinated" (3-C) transportation planning process. Congress took additional steps in drafting the *Federal-Aid Highway Act of 1973* by establishing Metropolitan Planning Organizations (MPO) in urbanized areas over 50,000 persons in population, and by dedicating to MPOs a small portion of each state's funding from the Highway Trust Fund. The *Intermodal Surface Transportation Efficiency Act of 1991* (ISTEA) empowered and provided for flexibility in the use of funding, improved state-regional cooperation, and enhanced public participation. The *Transportation Equity Act for the 21<sup>st</sup> Century* (TEA-21) legislation of 1998 expanded the role and responsibilities of metropolitan areas exceeding 200,000 persons in population with the designation of Transportation Management Areas (TMA). In 2005, Congress passed the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU).

SAFETEA-LU guaranteed funding for highways, highway safety, and public transportation through Federal Fiscal Year (FFY) 2009 (September 30, 2009). Since then, the United States Senate has passed continuing resolutions to extend SAFETEA-LU and to provide appropriations for transit programs through 2012 at funding levels consistent with authorized 2009 levels. SAFETEA-LU addressed the many challenges facing transportation systems including improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment. SAFETEA-LU promoted more efficient and effective Federal surface transportation programs by focusing on transportation issues of national significance, while giving state and local transportation decision makers more flexibility to solve transportation

problems in their communities.<sup>1</sup>

On July 6, 2012, *Moving Ahead for Progress in the 21<sup>st</sup> Century Act* (MAP-21) was signed into law replacing SAFETEA-LU. MAP-21 provides essential funds for transportation projects ranging from passenger rail, freight transportation, highway and bridge projects, and bicycle and pedestrian projects. MAP-21 took effect on October 1, 2012, and funds surface transportation projects through September 30, 2014. The bill provides \$105 billion in funding per year for Federal Fiscal Year's (FFY) 2013 and 2014. An extension was signed in 2014, which authorizes surface transportation funding through May 31, 2015. MAP-21 includes a number of major changes including the elimination of the Surface Transportation Program Transportation Enhancements Program, expansion of the Transportation Infrastructure Finance Innovation Act (TIFIA), and streamlining of the environmental review process. Federal transit program also change slightly with Job Access and Reverse Commute (JARC) and New Freedom funds being consolidated into the Urbanized Area Formula Grants.<sup>2</sup>

On December 4, 2015 the *Fixing America's Surface Transportation Act* (FAST) was signed into law replacing MAP-21. The FAST Act authorized \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. MAP-21 included provisions to make the Federal surface transportation more streamlined, performance-based, and multimodal, and to address challenges facing the U.S. transportation system. The FAST Act builds on the changes made by MAP-21. The FAST ACT establishes and funds new programs to support critical transportation projects to ease congestion and facilitate movement. It also builds on the reforms of MAP-21 by incorporating changes aimed at ensuring the timely delivery of transportation projects.

## Federal Transportation Planning Process

Title 23 of the United States Code of Federal Regulations (CFR), Section 450, Subpart C, states that MPOs are to carry out a:

“...continuing, cooperative, and comprehensive multimodal transportation planning

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<sup>1</sup> <http://www.fhwa.dot.gov/safetealu/summary.htm>

<sup>2</sup> <http://www.nlc.org/Documents/Influence%20Federal%20Policy/Advocacy/Legislative/summary-map21-transportation-jul2012.pdf>

process, including the development of a metropolitan transportation plan and a transportation improvement program (TIP), that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight (including accessible pedestrian walkways and bicycle transportation facilities) and foster economic growth and development, while minimizing transportation-related fuel consumption and air pollution.”

Section 450.306 identifies eight planning factors to identify the “scope of the metropolitan transportation planning process.” These include:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, and improve consistency between transportation improvements and State and local planned growth and economic patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and,
8. Emphasize the preservation of the existing transportation system.

## **Des Moines Area Metropolitan Planning Organization**

The Des Moines Area Metropolitan Planning Organization (Des Moines Area MPO) serves as the formal transportation planning body for the greater Des Moines, Iowa, metropolitan area, carrying out the intent of Title 23 of the United States CFR, Section 450. In 1983, the Governor of Iowa designated the Des Moines Area MPO as the official MPO for the Des Moines Urbanized Area, as defined by the U.S. Bureau of the Census. In addition, the Des Moines Area MPO is designated as a Transportation Management Area, per Section 450.104, as it exceeds the population threshold of 200,000 persons. The Des Moines Area MPO works to carry out a 3-C multimodal transportation planning process for the greater Des Moines metropolitan area.

## Responsibilities

The Des Moines Area MPO provides a regional forum to assure local, state, and Federal agencies and the public coordinate transportation planning issues, and to prepare transportation plans and programs. The Des Moines Area MPO develops both long and short-range multimodal transportation plans, selects and approves projects for Federal funding based on regional priorities, and develops methods to reduce traffic congestion.

The Des Moines Area MPO is responsible for these transportation planning activities within the geographic area identified as the Metropolitan Planning Area (MPA). The Des Moines Area MPO approved its current MPA on January 21, 2013. The MPA includes portions of Dallas, Madison, Polk, and Warren Counties, and encompasses the anticipated urbanized area for Horizon Year 2050.

## Membership

Full voting membership to the Des Moines Area MPO is open to any county or city government located, wholly or partially, in the designated MPA containing a minimum population of 1,500 persons that adopts the Des Moines Area MPO's 28E Agreement (agreement entered into under Chapter 28E, Code of Iowa, establishing the Des Moines Area MPO and its responsibilities). Currently, the Des Moines Area MPO membership includes the following cities and counties:

**Figure 1.1: Des Moines Area MPO Membership**

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

In addition to the identified cities and counties, the Des Moines Area Rapid Transit (DART) agency is a full voting member of the Des Moines Area MPO. Two entities within the Des Moines Area MPO MPA, the City of Cumming and Madison County, fall below the minimum population threshold for full membership. The City of Cumming is an associate Des Moines Area MPO member. Associate

membership allows a non-voting representative to participate actively in the transportation planning process and is available to all governments within the Des Moines Area MPO MPA that do not meet the minimum population threshold for full membership. Outside the Des Moines Area MPO MPA, the City of Indianola is an associate, non-voting member.

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 Transportation Alliance (HIRTA) serve as advisory non-voting representatives to the Des Moines Area MPO.

### **Organization Structure**

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

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

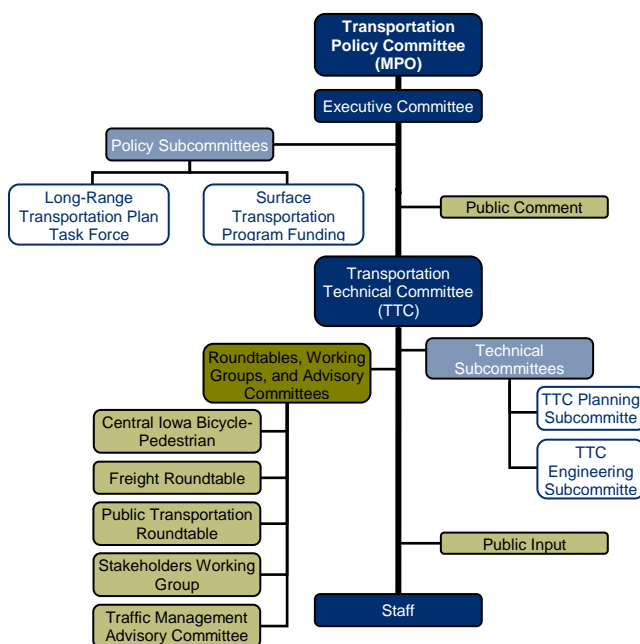
The Des Moines Area MPO staff supports the TTC, the Executive Committee, and the Policy Committee. The TTC offers technical guidance and recommendations to the Executive Committee. The Executive Committee then offers recommendations to the Policy Committee, based on the TTC's recommendations, before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

Additionally, the Des Moines Area MPO establishes and supports, as needed, other subcommittees, roundtables, working groups, and advisory committees regarding various transportation-related topics 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.

Figure 1.2 displays the Des Moines Area MPO committees' organization and their respective subcommittees. Figure 1.2 also identifies how the Des Moines Area MPO's roundtables, working groups, advisory committees, and the public offer input into the metropolitan transportation planning process.

**Figure 1.2: Committee and Structural Organization Chart**



## Representation

Population determines representation on the TTC and the Policy Committee, with each member government receiving at least one representative. The Policy Committee allows additional representatives to larger member governments based on predetermined population thresholds identified in the Des Moines Area MPO's Bylaws. DART and advisory members Iowa DOT, DSM Airport, FHWA, FTA, and HIRTA each have one representative.

## Transportation Improvement Program

The Des Moines Area MPO's *Federal Fiscal Years 2017-2020 Transportation Improvement Program* (FFY 2017-2020 TIP) serves as a list of Federal-aid eligible surface transportation improvements for the Des Moines Area MPO's MPA. The TIP covers a period of no less than four years and is updated annually for compatibility with the Statewide Transportation Improvement Program development and approval process. State Transit Assistance (STA) and Statewide Transportation Alternatives Program (Statewide TAP) funds are the only source of state funding shown in the TIP. The TIP identifies all Federal funds programmed during the four-year period (FFY 2017-2020). Additionally, the TIP identifies all projects by Federal funding program and by FFY.

### TIP Requirements

Title 23 of the CFR, Section 450.324, indicates the TIP must cover a period of no less than four years, be updated at least every four years, and be approved by the Des Moines Area MPO and the Governor (or in the case of the State of Iowa, the TIP will be approved by the Iowa DOT). Additionally, Section 450.324 states the TIP shall include:

- Capital and non-capital surface transportation projects within the boundaries of the metropolitan planning area proposed for funding;
- Contain all regionally significant projects requiring an action by the FHWA or the FTA whether or not the projects are to be funded;
- All regionally significant projects proposed to be funded with Federal funds other than those administered by FHWA or the FTA, as well as all regionally significant projects to be funded with non-Federal funds;
- A financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs;
- A project, or a phase of a project, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project; and,
- Sufficient descriptive material, estimated total project cost, amount of Federal funds proposed to be obligated during each program year, and identification of the agencies responsible for each project or phase.



## **Plan Consistency**

Each project or project phase included in the TIP must be consistent with other Des Moines Area MPO plans, including the *Horizon Year 2050 Metropolitan Transportation Plan Mobilizing Tomorrow* (HY 2050 MTP Mobilizing Tomorrow). In addition, the Des Moines Area MPO requires consistency among the TIP and member governments' and agencies' capital improvement plans. In particular, the Des Moines Area MPO requires consistency among proposed short- and long-range projects, strategies, plans, and programs.

## **TIP Adoption**

Adoption of the Des Moines Area MPO's FFY 2017-2020 TIP is subject to the Des Moines Area MPO's review and approval. The review process consists of a public comment period that offers opportunities for review and comment of the draft FFY 2017-2020 TIP. At the conclusion of the public review period, Des Moines Area MPO staff reviews and summarizes all submitted comments and presents the findings to the Des Moines Area MPO committees for consideration into the final FFY 2017-2020 TIP. The Des Moines Area MPO submits the final (approved) FFY 2017-2020 TIP, with a copy of the formal resolution, to the Iowa DOT. The Iowa DOT then reviews the plan to ensure compliance with Federal regulations.

## **Revising the TIP**

Under Federal law, the Des Moines Area MPO may revise the TIP at any time under procedures agreed to by the cooperating parties consistent with the procedures established. Revisions are changes that occur between annual updates.

The Iowa DOT identifies two types of revisions to the TIP: major revisions (amendments) and minor revisions (administrative modifications). The Iowa DOT considers the following criteria when determining the type of TIP revision.

### **Amendments**

An amendment is a major change to a project in the TIP, including the addition or deletion of a project, a major change in project cost or project phase initiation dates, or a major change in the design concept or scope (e.g., changing project termini or the number of through lanes). The Iowa DOT considers amendments to the FFY 2017-2020 TIP with proposed changes that meet any of the following criteria:

- *Project cost* – Projects in which the recalculated project costs increase Federal aid by more than 30 percent or increase total Federal aid by more than \$2,000,000 from the original amount;
- *Schedule changes* – Projects which are added or deleted from the TIP;
- *Funding sources* – Receiving additional Federal funding sources to a project; and,
- *Scope changes* – Changing the project termini, project alignment, the amount of through traffic lanes, the type of work from an overlay to reconstruction, or the change to include widening of the roadway.

If the Iowa DOT considers a change to the TIP to be an amendment, the Des Moines Area MPO must approve the requested change and must follow the public participation process identified in the Des Moines Area MPO's *Public Participation Plan* (PPP). The PPP states the Des Moines Area MPO would schedule a public meeting to receive public comments at the Policy Committee meeting prior to the Policy Committee taking action on the proposed amendment. If the Policy Committee approves the amendment, the Des Moines Area MPO would notify the Iowa DOT, the FHWA, and the FTA.

### **Administrative Modifications**

An administrative modification is a minor change to a project in the TIP, including minor changes to project phase costs, funding sources or previously included projects, and project or project phase initiation dates. The Iowa DOT considers as administrative modification to the FFY 2017-2020 TIP proposed changes that meet any of the following criteria:

- *Project cost* – Projects in which the recalculated project costs do not increase Federal aid by more than 30 percent or do not increase total Federal aid by more than \$2,000,000 from the original amount;
- *Schedule changes* – Changes in schedules to projects which are included in the first four years of the TIP;
- *Funding sources* – Changes to funding from one source to another; and,
- *Scope changes* – All changes to the projects scope are amendments.

If the Iowa DOT considers a change to the TIP to be an administrative modification, the Des Moines Area MPO would conduct a thorough review of the proposed administrative modification and would process the revision administratively by notifying the Iowa DOT, FHWA, and FTA.

## **Redemonstration of Fiscal Constraint**

The Iowa DOT is required to ensure that the STIP is fiscally constrained not only at the time of approval but also throughout the fiscal year. As part of the draft STIP process the DOT adjusts its federal aid participation to utilize all remaining federal funds after local project sponsors have programmed their federal aid projects. Based on this approach, at the time of approval by FHWA and FTA, no additional federal aid funds are available to be added to the STIP and maintain fiscal constraint of the document.

In order to maintain fiscal constraint of the STIP document any revision to the STIP that adds a new federal aid project or increases a project's STIP limit will require that a corresponding change be made to another programming entry to ensure that the STIP remains fiscally constrained. The federal aid funds moved to make way for the additional programmed federal aid need to be of the same federal aid program type. This requirement pertains to both administrative modifications and amendments to the STIP and therefore also applies when moving projects up from the out years of the STIP. To facilitate the STIP approval process a programming note should be added to both TPMS entries noting the TPMS number of the other project.

The requirement to ensure fiscal constraint does not apply to accomplishment year projects that have been already programmed at their full federal aid participation rate (typically 80 percent) and whose programming entry is being adjusted based on an updated cost estimate.

## CHAPTER TWO

# Project Selection Procedures

The Des Moines Area MPO is responsible for selecting projects that use Surface Transportation Program (STP) and Transportation Alternative Program (TAP) funding. When considering project requests for STP or TAP funds, the MPO requires that projects be consistent with the goals of the MPO's *Mobilizing Tomorrow* plan. The project must be listed in the plan unless it is a project that primarily maintains and optimizes the transportation system, addresses deficient or obsolete bridges, or focuses on multi-modal transportation. Additionally, the MPO places primary emphasis upon metropolitan-wide transportation system improvement needs as identified in the Des Moines Area MPO's Long-Range Transportation Plan, how those needs impact the movement of people and goods throughout this metropolitan area, and how the requested project will have potential benefits and potential impacts on all communities in the Des Moines metropolitan area. .

All projects applying for Des Moines Area MPO STP or TAP funding must be sponsored by one or more of the nineteen Des Moines Area MPO member governments, the Iowa DOT, or DART. Other entities in the Des Moines Area MPO MPA are eligible only with co-sponsorship by one of the organizations listed above. Additionally, all road project applying for Des Moines Area MPO STP funding must be located on a federal-aid eligible route, bridges must be on the Structurally Deficient/Functionally Obsolete (SD/FO) list, and transit accommodations must be compliant with the DART 2035 plan. When applying for STP or TAP funds, a sponsor must submit a resolution from that sponsor's council, board of supervisors, or similar governing body, guaranteeing the local funds for the STP and TAP match and authorizing the project.

## Surface Transportation Program Project Selection

Funding of projects with STP or TAP funds for inclusion in the Des Moines Area MPO's TIP shall be based on the following:

1. The Iowa DOT annually allocates STP and TAP funds to the Des Moines Area MPO;
2. The Des Moines Area MPO shall identify and shall consider all proposed project funding sources available when considering project funding requests for Des Moines Area MPO STP or TAP funds for a project's implementation;

3. Jurisdictions undertaking STP and TAP projects must bear the initial expenditures of the project, and receive reimbursement for eligible expenditures, as defined by the Iowa DOT. The agreement with the Iowa DOT provides for reimbursement of up to 80 percent of the project cost, or a set amount, whichever is less. Design and engineering costs are generally incurred in the early stages of a project;
4. For roadway and TAP projects, the amount of funds expended for work other than direct construction or right-of-way acquisition costs must be covered by the amount of the contribution of local funds. Federal regulations generally require a minimum local match of 20 percent of the total project cost;
5. Each application for STP and TAP funding must include a detailed breakdown of projected costs, including a summary of projected costs for work other than construction or right-of-way;
6. Funding within the various STP project categories shall be based on the following percentages of the Des Moines Area MPO's annual STP funds amount, which serve as recommended minimums, as follows;

**Figure 2.1: STP Project Categories**

STP Funds:	Percentage
Roadway projects	0-60%
Bridge repair/replacement	15-75%
Maintaining or optimizing the transportation system	10-70%
Transit	10-70%
Flex category	5%

7. STP and TAP funds shall be allocated to an individual project for a specific FFY in the TIP. For projects extending over multiple years for implementation, funds may be allocated to each of the necessary FFYs within the TIP to complete the requested project. However, projects are programmed into one FY, so while a project may have been allocated funding over multiple FFYs, the project will be programmed into a FY;
8. If the total amount of STP or TAP funds received by the Des Moines Area MPO for any given FFY is less than the total amount of STP or TAP funds allocated by the Des Moines Area MPO for that FFY, then the Des Moines Area MPO shall re-evaluate all of the projects funded for that FFY and reallocate STP and TAP funds to those projects based upon the total amount of STP and TAP funds actually available for that FFY, giving consideration to the higher ranking projects; and,

9. The Des Moines Area MPO shall fund a project not to exceed the STP or TAP grant amount awarded, or the percentage of the awarded project cost, whichever is less, except for Contingency Fund procedures. Any STP or TAP funds returned to the Des Moines Area MPO for this reason shall be included in the Des Moines Area MPO's next FFY STP or TAP funding allocation.

## Project Scoring Process

A new priority ranking shall be established prior to the annual development of the Des Moines Area MPO's TIP, to re-rank projects previously submitted, but not approved, for STP or TAP funding, as well as to rank any projects requesting STP or TAP funding consideration for the first time.

Prior to review of new projects to be considered for STP or TAP funding, the Des Moines Area MPO shall determine the status of all prior commitments. All projects previously approved and for which some part of STP or TAP funds have been obligated shall receive priority consideration for future funding, except if reasonable progress towards completion is not maintained, as determined by the Des Moines Area MPO. However, the Des Moines Area MPO may reduce or eliminate multi-year funding commitments in response to revenue shortfalls, reductions in its STP or TAP allocation, or new priorities.

The Des Moines Area MPO staff shall submit to the STP Funding Subcommittee a technical ranking of individual project requests for Des Moines Area MPO STP funding assistance. Des Moines Area MPO staff's recommendations for individual projects shall be used by the MPO in the MPO's decision-making process for assigning STP funds to requesting transportation improvement projects. Des Moines Area MPO staff's recommendations shall be based on the project's ability to support achievement of the MPO's performance measure targets.

Once the MPO has selected projects for, the Des Moines Area MPO staff shall forward a letter to the recipients outlining the stipulations associated with acceptance of the Des Moines Area MPO's funds, including the need for the recipient to provide periodic updates on the project to the MPO.

When a jurisdiction changes the scope of a project after funds are awarded by the Des Moines Area MPO, the project must be reviewed again by the TTC and the STP Funding Subcommittee to determine whether the change in project scope would have materially changed the original prioritization ranking. Based on that determination, the STP Funding Subcommittee will make a recommendation to the MPO Executive Committee, up to and including the withdrawal of Policy Committee approval for STP funding for the project. This is the same process that may occur when a project does not make appropriate, scheduled progress, leading to recapture and reallocation of future funds previously designated for the project. The Des Moines Area MPO Executive Committee

will, after due consideration, make a recommendation to the Des Moines Area MPO for a final decision. Immaterial changes that would not affect the original scoring of a project previously ranked and approved for Des Moines Area MPO funding may be permitted in the sound discretion of the Des Moines Area MPO Executive Director.

**The scoring criterion for STP and TAP projects is located in Appendix C.**

## Highway Bridge Program Project Selection

The primary factor in Highway Bridge Program project selection is condition. Counties annually review the results from the bridge inspections and make funding decisions based on these reports. Other factors that are considered include traffic counts, freight movement, and detour lengths. For example, a bridge posted for weight limits that is on an important freight and farm goods route might be replaced before other bridge that are in worse condition but don't have a significant impact on traffic movements.

## Funding for Multi-Year Projects

STP funds shall be allocated to an individual project for a specific fiscal year in the TIP. For projects extending over multiple years for implementation, funds may be allocated to each of the necessary fiscal years within the TIP to complete the requested projects. However, projects are programmed into one FY, so while a project may have been allocated funding over multiple FFYs, the project will be programmed into a FY.

## Additional Funding Availability

In the event that STP or TAP funds that were previously awarded to transportation projects become available through the reduction of the reserve amount, or become available by an increase in a particular FFY's obligation limit, the following steps will be followed, in order, until the situation is sufficiently resolved. All project information will be updated and considered based on the scores but no re-scoring of projects will take place. Projects currently in implementation will not be considered. Projects will be reviewed on a case-by-case basis and funded based upon need or by a proportion of the funds available.

For STP Funds:

1. Additional funds will be offered to projects which were awarded funds yet were not fully funded.

2. Additional Award funds will be offered to projects which applied for funds but were not awarded funding.
3. Projects which have already been awarded funds, and which are programmed after the current program year in the TIP, will be considered for funding in the current program year if, upon review, the projects are ready to proceed with implementation.

### **Termination of Funding: Considerations**

If a jurisdiction/agency's STP funded project does not make satisfactory progress, does not follow the original scope of the project, or does not obligate the STP funds provided within the year those funds were authorized by the MPO and noted for that project as previously documented, then the MPO may cancel the remaining STP funding for that project and return those STP funds for inclusion in the next fiscal year's STP funding allocation for projects. Such action to cancel project funding shall be based on the following criteria:

1. The MPO strongly believes it necessary to maintain rapid turnover of funds and implementation of specific projects so as not to jeopardize the loss of any funding.
2. The MPO strongly encourages jurisdictions/agencies to have at least preliminary project plans completed prior to submitting a project for the MPO's consideration for funding.
3. The MPO strongly believes that such a stipulation shall cause jurisdictions/agencies to provide better and more accurate project cost estimates and detailed traffic and engineering data, enabling both the TTC and the MPO to evaluate a project's feasibility in a more detailed manner.

### **Interpretation**

When, and as necessary, the STP Funding Subcommittee will exercise responsibility for interpreting the applicable *Guidelines*, subject to review and approval, disapproval, or modification by the Executive Committee, subject to review and approval, disapproval, or modification by the Policy Committee.



## CHAPTER THREE

# Funding Programs

The following chapter summarized the various funding program available for projects in the Des Moines Area MPO's planning area.

## Surface Transportation Program

The purpose of the STP is to provide flexible funding that may be used by localities for improvements on any Federal-aid highway, bridge projects on any public road, and intracity and intercity bus terminals and facilities. The STP is also intended to provide funding for transit capital improvements, bicycle and pedestrian facilities, and regional transportation planning activities. The MPO established five STP subcategories for improvements:

### **Roadway Projects**

Funding made available for street and highway projects.

### **Bridge Repair/Replacement**

Funding available for bridges deemed structurally-deficient or functional-obsolete.

### **Maintaining or Optimizing the Transportation System**

Funding set-aside to address the critical maintenance needs facing the region. This set aside does not fully address the overall maintenance need identified in Mobilizing Tomorrow, but is intended to be used in conjunction with local funds to assist communities with maintenance projects.

### **Transit**

Set-aside funding to assist DART with capital projects such as the purchase of buses and other infrastructure.

### **Flex**

The flex category reserves five percent of available STP funds to be used on any eligible STP use depending on the need in a given year.

## Transportation Alternatives Program

The purpose of the TAP is to provide funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

The list of qualifying activities as identified in the Transportation Alternatives Program Guidance identified [here](http://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/guidance_2016.cfm) [http://www.fhwa.dot.gov/environment/transportation\\_alternatives/guidance/guidance\\_2016.cfm](http://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/guidance_2016.cfm), is intended to be exclusive, not illustrative. Only those activities listed are eligible TAP activities. Measures in the activities listed, which go beyond what is customarily provided as environmental mitigation, are considered as Transportation Alternatives Programs. TAP projects are non-motorized transportation-related activities.

Transportation Alternative Program projects must have a relationship to surface transportation. Proximity to a roadway or transportation facility alone is not sufficient to establish a relationship to surface transportation. Project sponsors should provide a clear and credible description of this relationship in their project's proposal. The focus is on a clear and credible description of how the proposed TAP project relates to the surface transportation system. Several questions should be asked:

1. In what way(s) is the project related to surface transportation through present or past use as a transportation resource?
2. Is there a direct connection to a person or event nationally significant in the development of surface transportation?
3. What is the extent of the relationship(s) to surface transportation?
4. What groups and individuals are affected by the relationship(s)?
5. When did the relationship(s) start and end or does the relationship(s) continue?
6. Is a relationship substantial enough to justify the investment of transportation funds?

The TAP guidance states that proximity to a transportation facility alone is not sufficient to establish a relationship. The following application types generally have been considered ineligible by the FHWA, in cooperation with the Iowa DOT:

1. Surfacing or resurfacing of existing roads or construction of new roads;
2. Construction or surfacing of parking lots (unless trailhead parking lot);
3. Construction of low water crossings on roads;
4. Picnic shelters, picnic tables, grills (unless directly related to a trailhead);
5. Construction of new buildings (unless they are rest rooms or trailhead shelters in conjunction with trails that will accommodate bikes or pedestrians);
6. Mitigation or National Environmental Policy Act Section 106 documentation of a bridge replacement;
7. Applications without a public sponsor (city, State, or county agency);
8. Historic applications where the facility or structure is not eligible for the National Register of Historic Places (please review with the State Historic Preservation Office);
9. Historic preservation activities that do not demonstrate some significant historic connection with transportation system; and,
10. Normal environmental mitigation work.

The Iowa DOT divides TAP funds into two categories. Fifty percent of the TAP funds are divided between the MPO's and Regional Planning Affiliations (RPA). The DOT retains \$1 million of the remaining TAP funds for Statewide TAP projects and the rest is targeted to MPO's and RPA's as TAP flex funds.

## Federal Funding Programs

Some FHWA funds are distributed by statutory formulas, while other funds are “discretionary” (congressionally earmarked). The primary sources of FHWA formula funding to Iowa include:

**Congestion Mitigation and Air Quality Improvement Program (CMAQ):** CMAQ provides flexible funding for transportation projects and programs tasked with helping to meet the requirements of the Clean Air Act. These projects can include those that reduce congestion and improve air quality.

**Metropolitan Planning Program (PL):** FHWA provides funding for this program to the State of Iowa based on urbanized area population. The funds are dedicated to

support transportation planning projects in urbanized areas with more than 50,000 persons.

**National Highway Performance Program (NHPP):** This program consolidates the National Highway System and the Interstate Maintenance Program into one program. NHPP expands the number of eligible roadway miles and funds may be used to construct or improve NHS roadways, including some state highways, U.S. highways, and Interstates.

**STP Highway Bridge Program (STP-HBP):** While the Highway Bridge Program was eliminated in MAP-21, a portion of Iowa's STP will continue to be targeted directly to counties and dedicated specifically to county bridge projects. A portion of these funds are required to be obligated for off-system bridges. The remaining funds can be used on either on-system or off-system bridges.

**Highway Safety Improvement Program (HSIP):** This is a core Federal-aid program that funds projects with the goal of achieving a significant reduction in traffic fatalities and serious injuries on public roads. Portions of these funds are set aside for use on high-risk rural roads and railway-highway crossings.

**Federal Lands Access Program (FLAP) and Tribal Transportation Program (TTP):** The FLAP Program provides funding for projects that improve access within, and to, federal lands. The FLAP funding will be distributed through a grant process where a group of FHWA, Iowa DOT, and local government representatives will solicit, rank, and select projects to receive funding. The TTP provides safe and adequate transportation and public road access to and within Indian reservations and Indian lands. Funds are distributed based on a statutory formula based on tribal population, road mileage, and average tribal shares of the former Tribal Transportation Allocation Methodology.

**Demonstration Funding (DEMO):** Demonstration funding is a combination of different programs and sources. The FHWA administers discretionary programs through various offices representing special funding categories. An appropriation bill provides money to a discretionary program, through special congressionally directed appropriations or through legislative acts, such as the American recovery and Reinvestment Act of 2009 (ARRA).

**State Planning and Research (SPR):** SPR funds are available to fund statewide planning and research activities. A portion of SPR funds are provided to RPAs to support transportation planning efforts.

**National Highway Freight Program (NHFP):** NHFP funds are distributed to states via a formula process and are targeted towards transportation projects that benefit freight movements.

## State Funding Programs

In addition to the distribution of Federal-aid formula funds, the Iowa Department of Transportation administers several grant programs through application processes that need to be documented in the TIP. They include the following:

**Statewide Transportation Alternatives Programs:** Transportation Alternatives Program projects are intended to go beyond the normal mitigation of a transportation improvement project. Statewide Enhancement funds are made available through an application process for projects of statewide significance. Statewide Enhancement projects are categorized by Trail and Bicycle Facility, Historic and Archeological, and Scenic and Environmental projects.

**Recreational Trail Program:** This program provides federal funding for both motorized and nonmotorized trail projects and is funded through a takedown from Iowa's TAP funding. The decision to participate in this program is made annually by the Iowa Transportation Commission.

**Iowa Clean Air Attainment Program (ICAAP):** The ICAAP funds projects that are intended to maximize emission reductions through traffic flow improvements, reduced vehicle-miles of travel, and reduced single-occupancy vehicle trips. This program utilizes \$4 million of Iowa's CMAQ apportionment.

**City Bridge Program:** A portion of STP funding dedicated to local bridge projects is set aside for the funding of bridge projects within cities. Eligible projects need to be classified as structurally deficient or functionally obsolete. Projects are rated and prioritized by the Office of Local Systems with awards based upon criteria identified in the application process. Projects awarded grant funding are subject to a federal-aid obligation limitation of \$1 million.

**Highway Safety Improvement Program – Secondary (HSIP-Secondary):** This program is being funded using a portion of Iowa's Highway Safety Improvement Program and funds safety projects on rural roadways.

## Transit Funding Programs

Similar to the FHWA programs, the transit funding authorized by MAP 21 is managed in several ways. The largest amount is distributed to the states or to large metropolitan areas by formula. Other program funds are discretionary, and some are earmarked for specific projects. Program funds include the following:

**Metropolitan Planning Program (Section 5303 and 5305):** FTA provides funding for this program to the State based on its urbanized area populations. The funds are dedicated to support transportation planning projects in urbanized areas with more than 50,000 population.

**Statewide Transportation Planning Program (Section 5304 and 5305):** These funds come to the state based on population and are used to support transportation planning projects in non-urbanized areas. They are combined with the Section 5311 funds and allocated among Iowa's RPAs.

**Urbanized Area Formula Program (Section 5307):** FTA provides transit operating, planning, and capital assistance funds directly to local recipients in urbanized areas with populations between 50,000 and 200,000, based on population and density figures, plus transit performance factors for larger areas. Local recipients, for whom projects are programmed by the Des Moines Area MPO, must apply directly to the FTA.

**Capital Investment Program (Section 5309):** The transit discretionary program provides Federal assistance for major capital needs, such as fleet replacement and construction of transit facilities. All transit systems in the state are eligible for this program. In recent years, Congress has earmarked all of these funds for specific projects or geographic regions.

**Bus and Bus Facilities Program (5339):** This formula program provides federal assistance for major capital needs, such as fleet replacement and construction of transit facilities. All transit systems in the state are eligible for this program.

**Special Needs Program (Section 5310):** Funding is provided through this program to increase the mobility for the elderly and persons with disabilities. Part of the funding is administered along with the Non-Urbanized funding; another part is allocated among urbanized transit systems.

**Non-Urbanized Area Formula Program (Section 5311):** This program provides capital and operating assistance for rural and small urban transit systems. Fifteen percent of these funds are allocated to Intercity Bus projects. A portion of the funding is also allocated to support rural transit planning.

**Rural Transit Assistance Program (RTAP - Section 5311(b)(3)):** This funding is also used for statewide training events and to support transit funding fellowships for regional and small urban transit staff or planners.

**TAP Flexible Funds:** Certain Title 23 funds may be used for transit purposes. Transit capital assistance is an eligible use of STP funds. Transit capital and start-up operating assistance is an eligible use of ICAAP funds. When ICAAP and STP funds are programmed for transit projects, they are transferred to the FTA. The ICAAP funds are applied for and administered by the Office of Public Transit.

**State Transit Assistance (STA):** All public transit systems are eligible for funding. These funds can be used by the public transit system for operating, capital, or planning expenses related to the provision of open-to-the-public passenger transportation.

**Public Transit Infrastructure Grant Fund:** This is a state program that can fund transit facility projects that involve new construction, reconstruction, or remodeling. To qualify, projects must include a vertical component.

### **FHWA Funding Transferred to FTA**

STP funds designated for transit investments are required to be transferred from FHWA to FTA for administration. These projects must be programmed in the highway (FHWA) and transit (FTA) section of the TIP in the FFY they are to be transferred. The process is initiated with a letter from the RPA/MPO to the Iowa DOT's Office of Program Management and to the Office of Public Transit requesting the transfer of funds. The Office of Program Management will then review the request and submit it to FHWA for processing.

STP funds used for planning efforts require projects to be included in the Des Moines Area MPO's *Unified Planning Work Program* and TIP. Funds will be transferred to a Consolidated Planning Grant by request of the Office of Systems Planning.

Finally, transit projects receiving awards through the ICAAP also require a transfer of funds. The process for these types of transfers is the same as transferring STP funds for transit investments, except that no letter from the RPA/MPO requesting the transfer is required.

## CHAPTER FOUR

# Federal Fiscal Year 2015 Status Report

The following are status reports of all Federal-aid projects programmed to utilize FHWA or FTA funds in FFY 2016. The status of projects may include a notice of receiving Federal authorization, letting, canceling, rolling over, or scheduled letting before October 1, 2015.

**TABLE 4.1 City of Altoona**

Fund Category	Project Number	Location/Description	TPMS	Status
TAP	STP-E-0132(619)—8V-77	Gay Lea Wilson Trail East Extension: Just north of 8 <sup>th</sup> Ave SE and 1 <sup>st</sup> St E to approx.. 275' south of I-80	25171	Letting August 2016

**TABLE 4.2 City of Ankeny**

Fund Category	Project Number	Location/Description	TPMS	Status
TAP	TAP-T-0187(634)—8V-77	Safe Routes to School – School Zone Flashing Beacons, on various routes	33886	Let

**TABLE 4.3 City of Bondurant**

Fund Category	Project Number	Location/Description	TPMS	Status
TAP	TAP-T-0747(611)—8V-77	On Main Street, 5 <sup>th</sup> Street, and Grant Street; from 2 <sup>nd</sup> Street to Brick Street	33887	Letting July 2016

**TABLE 4.4 City of Clive**

Fund Category	Project Number	Location/Description	TPMS	Status
CMAQ	STP-A-1425(626)—86-77	In the city of Clive, on US Highway 6, Highway 6 Adaptive Traffic Control System Implementation	33896	Letting October 2016
STP	STP-U-1425(625)—70-77	In the city of Clive, on University Avenue, from NW 86 <sup>th</sup> St to east exit/entrance I-35 ramp	22140	Let

**TABLE 4.5 City of Des Moines**

Fund Category	Project Number	Location/Description	TPMS	Status
CMAQ	STP-A-1945(823)—86-77	Citywide Fixed Time Signal Upgrade Project Phase 2	26938	Letting August 2016
CMAQ	STP-A-1945(824)—86-77	Downtown Bicycle Plan Implementation Phase 2	26939	Letting August



Fund Category	Project Number	Location/Description	TPMS	Status
				2016
DEMO	NHSX-U-1945(408)—8S-77	Southeast Connector, from SE 9 <sup>th</sup> Street to SE 15 <sup>th</sup> Street	15881	Let
MISC	FLAP-1945(822)—7L-77	Neal Smith Trail Rehabilitation, from Birdland Levee to Euclid Avenue	29775	Let
NEPA	NEPA-1945()—83-77	Downtown Transportation Restoration, the replacement and rehabilitation of transportation facilities in Des Moines	26940	Removed
STP	STP-U-1945(813)—70-77	In the City of Des Moines, E GRAND AVE: Over Des Moines River	18065	Letting June 2016
STP	RGPL-1945()—ST-77	In the city of Des Moines, Transit Oriented Development Zoning Overlay Regulations Planning Study	33892	Let
STP-HBP	BHM-1945()—8K-77	In the city of Des Moines, on SE 30 <sup>th</sup> St., over Union Pacific Railroad	34152	To be removed
STP-HBP	BROS-1945(803)—8J-91	In the City of Des Moines, S. Union St./Clover Hill Drive: bridge replacement over the Middle South Creek	25372	Letting October 2016

**TABLE 4.6 City of Grimes**

Fund Category	Project Number	Location/Description	TPMS	Status
CMAQ	STP-A-141-7(46)—86-77	City traffic signal communication network project on IA 141 and IA 44 in Grimes	220964	Let February 2016

**TABLE 4.7 City of Johnston**

Fund Category	Project Number	Location/Description	TPMS	Status
STP	STP-U-3827(616)—70-77	NW 70 AVE, from 86 <sup>th</sup> St west 2600 feet	19363	Roll to FFY 2018
TAP	STP-E-3827(617)—8V-77	Northwest Beaver Drive Trail: NW Beaver Drive from Eagle Crest Drive in the north to 66 <sup>th</sup> Avenue in the southeast	25180	Roll to FFY 2017

**TABLE 4.8 City of Norwalk**

Fund Category	Project Number	Location/Description	TPMS	Status
STP	STP-U-5587()—70-91	Mixed-Use Center Transportation Study	29736	Let

**TABLE 4.9 Iowa Department of Transportation**

Fund Category	Project Number	Location/Description	TPMS	Status
HSIP	HSIP—069()—2H-77	069: SE 14 <sup>TH</sup> in Des Moines at Var. Loc. (State Share)	29649	Roll to FFY 2017
HSIP	HSIP—080()2H-77	I-80: W I-35/I-235 Interchange to E of US 65	34094	Let
HSIP	HSIP—235()—2H-77	I-235: In Des Moines, from 14 <sup>th</sup> St to E I-35/I-80 Interchange	34096	Let
NHPP	NHSX—141()—3H-77	IA 141: IA 44 to N of I-35/80	29648	Letting

Fund Category	Project Number	Location/Description	TPMS	Status
				October 2016
NHPP	IM—080()—13-77	I-80: At W I-35/I-235 and University Interchanges in West Des Moines	34093	Let
NHPP	NHSX—006()—3H-77	In Des Moines: Just east of US 69 east 0.8 mi and just east of I-235 east 1.2 mi	34089	Let
PRF	NHSN—069()—2R-77	US69: At US 6 Intersection in Des Moines	34091	Let
PRF	IMN—035()—0E-77	I-35: NE I-80/I-235 Interchange to IA 160	34092	Let
PRF	IMN—035()—0E-77	E JCT I-80 to Wright Co	29650	Let May 2016
PRF	IMN—080()—0E-77	I-80: W I-35/I-235 Interchange to Jasper Co	29645	Let May 2016
PRF	IMN—080()—0E-77	I-80: Des Moines to Williamsburg	25244	Remove
PRF	IMN—235()—0E-77	I-235: In Des Moines, from Hull Ave to E I-35/I-80 Interchange	34095	Let May 2016
PRF	IMN-035-2(44)67—0E-77	On I35, from Warren County to I-80/I-235	34672	Let June 2016
PRF	IMN-080-3(206)123—0E-77	On I80, from W I-35/I-235 Interchange to E I-35/I-235 Interchange	34673	Let May 2016
PRF	NHSN-415-1(60)—2R-77	On IA415, from E of SW Irvinedale Dr in Ankeny to Mile Long Bridge (State Share)	34685	Let May 2016
STP-HBP	BRF-080()—38-77	I-80: NW Morningstar Dr 1.7 Mi W of IA 415	22071	Roll to FFY 2017
STP-HBP	BRF-080()—38-77	I-80: NE 22 <sup>nd</sup> ST/Delaware Ave over I-80/35, 0.5 MI W of E JCT I-35	29641	Letting August 2016

**TABLE 4.10 MPO-26/DMAMPO**

Fund Category	Project Number	Location/Description	TPMS	Status
CMAQ	STP-A-PA26()—86-77	DART: Express Routes #92, #93, & #98 Service Improvements	29752	Let
PL	RGPL-PA26(RTP)—PL-00	VARIOUS: MPO Planning	1279	Authorized
STP	STP-PA26()—2C-00	E EUCLID AVE: US 6 in Des Moines from east of US 69 east 0.8 mile and from east of I-235 to Hubbell Ave.	20972	Let
STP	RGTR-PA26()—ST-00	DART: Vehicle Purchase	22143	Authorized
STP	RGPL-PA26()—ST-77	Transportation Management Association	27146	Authorized

**TABLE 4.11 Pleasant Hill**

Fund Category	Project Number	Location/Description	TPMS	Status
STP	STP-U-6102(613)—70-77	In the City of Pleasant Hill, Realign Pleasant Hill Blvd and Vandalia Rd Intersection and associated approach work	34450	Roll to FFY 2017

**TABLE 4.12 Polk County**

Fund Category	Project Number	Location/Description	TPMS	Status
STP-HBP	BROS-C077(203)—8J-77	On Northeast 102 <sup>nd</sup> Avenue, Over Four mile Creek	26893	Letting June 2016
STP-HBP	BROS-CO77(202)—8J-77	NW 72 PL approx.. 410 west of NW 2 <sup>nd</sup> St, Over Saylor Creek	23639	Letting June 2016

**TABLE 4.13 City of Urbandale**

Fund Category	Project Number	Location/Description	TPMS	Status
NHPP	NHS-080-3(198)128—11-77	In the City of Urbandale, 100 <sup>th</sup> St: 100 <sup>th</sup> St. at I-35/I-80	20960	Let
STP	STP-U-7875(638)—70-77	In the City of Urbandale, NW 100 <sup>th</sup> Street, at NW 54 <sup>th</sup> Avenue Intersection with Grimes and Urbandale	18070	Let

**TABLE 4.14 City of West Des Moines**

Fund Category	Project Number	Location/Description	TPMS	Status
CMAQ	STP-A-8260(640)—86-72	In the city of West Des Moines, 50 <sup>th</sup> from Ashworth to Corporate Dr and 60 <sup>th</sup> from Ashworth to Methodist Hospital Ent	34157	Letting June 2016
STP	STP-U-8260(633)—70-77	Veterans Parkway Phase 4 – Trail Project, along pine avenue from Veterans Parkway to Great Western Trail	25440	Letting May 2016
STP	STP-U-8260(641)—70-77	In the City of West Des Moines, On S 50 <sup>th</sup> St, from EP True Parkway to Mills Civic Parkway	33875	Letting May 2016

**TABLE 4.15 City of Windsor Heights**

Fund Category	Project Number	Location/Description	TPMS	Status
STP	STP-U-8477()—70-77	In the City of Windsor Heights, On University Avenue: from 73 <sup>rd</sup> street to 63 <sup>rd</sup> street	33876	Roll to FFY 2017

**TABLE 4.16 Des Moines Area Regional Transit Authority**

Fund Type	Description	Expense	Project Type	Status
5309	Bus Rapid Transit (University-Ingersoll Corridor)	Capital	Expansion	Removed
5310	Subcontracted Paratransit Operations	Operations	Misc	Pending Grant 1831-2016-3
5311	Operations for Rural Services	Operations	Misc	IA-18-0031

Fund Type	Description	Expense	Project Type	Status
5339	Seven HD 40' Fixed-Route Buses w/Surv. & AVL	Capital	Replacement	Moving to FFY 2017
5307	Preventive Maintenance	Capital	Other	Pending Grant 1831-2016-1
5307	ADA Paratransit	Capital	Other	Pending Grant 1831-2016-1
5307	Admin/Maint. Facility Engineering & Design	Capital	Replacement/Expansion	Pending Grant 1831-2016-1
5307	Associated Transit Improvements	Capital	Replacement/Expansion	Pending Grant 1831-2016-1
5307	Computer Hardware	Capital	Replacement/Expansion	Pending Grant 1831-2016-1
5307	Computer Software	Capital	Replacement/Expansion	Removed
5307/5339	Facility Repairs & Renovations	Capital	Replacement	Pending Grant 1831-2016-1 & 2
5307/5339/STP	Five HD 40' Fixed-Route Buses w/Surv & AVL	Capital	Replacement	Pending Grant 1831-2016-1 & 2
5307	Rideshare Vehicles	Capital	Replacement	Pending Grant 1831-2016-1
5307	Miscellaneous Equipment	Capital	Replacement/Expansion	Pending Grant 1831-2016-1
5307	Shop and Garage Equipment	Capital	Replacement/Expansion	Pending Grant 1831-2016-1
5307/5310/5339	Six 27' MD Buses w/Surv. & AVL	Capital	Replacement	Pending Grant 1831-2016-1, 2, & 3
5307	Support Vehicles (Non-Revenue Service)	Capital	Replacement/Expansion	Pending Grant 1831-2016-1
5307	Twenty Lease Buses – 20 (2015 Lease)	Capital	Replacement	Pending Grant 1831-2016-1

## CHAPTER FIVE

# Federal Highway Administration Projects

The first FFY in the FFY 2017-2020 TIP is referred to as the Annual Element. Projects for the entire four years (FFY 2017-2020) are listed together by funding program and in order of FFY. The MPO's program for FFY 2017-2020 contains 81 projects with a total cost of approximately \$440,166,000. Of the 81 projects in the MPO's program, 67 projects totaling \$321,025,000 are roadway transportation improvements. Three projects totaling \$12,608,000 are transit improvements, and fourteen projects totaling \$18,995,000 are bicycle and pedestrian improvements.

## Program Format

The project listing is organized by TIP funding program. The sponsor name, project number, project location, project description, project funding, programmed amounts in \$1,000s by year, and Transportation Program Management System (TPMS) identification number are shown for each project within the different TIP funding categories. The TPMS identification number is a unique number given to each project included in the MPO's TIP.

Projects are listed in alphabetical order by county, then by city. Project funding amounts are listed by year and are listed in \$1,000s. Project Total refers to the total cost of the project. Federal-Aid refers to the amount of Federal-Aid the project has received. Regional FA (Federal-Aid) refers to the amount of Federal-Aid received from the MPO (i.e., STP and TAP funds).

## **Draft TIP (2017)**

(filtered)

# MPO-26 / DMAMPO

## 2017 - 2020 Transportation Improvement Program

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S.T.R		Pgm'd Amounts in 1000's				Total	STIP#
				FY17	FY18	FY19	FY20		
STP - Surface Transportation Program									
Region Wide - 00									
22143	RGTR-PA260)--ST-00	0 MI	Project Total	2,640	2,632	3,256	3,569	12,097	
MPO-26 / DMAMPO	DART: Vehicle Purchase	--	Federal Aid	900	1,000	1,300	1,350	4,550	
Draft TIP Approved	Transit Investments	--	Regional FA	900	1,000	1,300	1,350	4,550	--
Dallas - 25									
15879	STP-U-8177(619)--70-25 DOT Letting: 01/18/2017	0.5 MI	Project Total	6,750	0	0	0	6,750	
Waukee	In the city of Waukee, On ALICES RD, from University Avenue to approx. 425 ft north of SE Olson Drive,	--	Federal Aid	1,900	0	0	0	1,900	
Draft TIP Approved	Pavement Widening	--	Regional FA	1,900	0	0	0	1,900	--
33872	STP-U-81770)--70-25	0	Project Total	0	4,750	0	3,000	7,750	
Waukee	On Alice's Road, from approx. 400 feet north of Olson Drive to approx. 1,000 feet north of Hickman Road	--	Federal Aid	0	650	0	750	1,400	
Draft TIP Approved	Pavement Widening,Pavement Rehab	--	Regional FA	0	650	0	750	1,400	--
35377	STP-U-82600)--70-25	0	Project Total	0	0	0	6,900	6,900	
West Des Moines	In the city of West Des Moines, Grand Avenue widening, from south 88th STreet to proposed South Grand Prairie Parkway	--	Federal Aid	0	0	0	1,253	1,253	
Draft TIP Approved	Grade and Pave	--	Regional FA	0	0	0	1,253	1,253	--
Polk - 77									
22139	STP-U-0187(633)--70-77 DOT Letting: 11/15/2016	1.343 MI	Project Total	8,350	0	0	0	8,350	
Ankeny	In the City of Ankeny, NE 36th Street: From US 69 east to Northeast Delaware Avenue	--	Federal Aid	2,600	0	0	0	2,600	
Draft TIP Approved	Pavement Rehab/Widen	--	Regional FA	2,600	0	0	0	2,600	--
25169	STP-U-1945(411)--70-77 DOT Letting: 02/20/2018	0	Project Total	5,000	0	0	45,000	50,000	
Des Moines	In the City of Des Moines, SE Connector: From SE 30th to US 65	--	Federal Aid	1,554	0	0	3,000	4,554	
Draft TIP Approved	Grade and Pave,Traffic Signals,Right of Way	--	Regional FA	1,554	0	0	3,000	4,554	--
17785	STP-U-1945(796)--70-77 DOT Letting: 11/15/2016	0.833 MI	Project Total	5,000	0	0	0	5,000	
Des Moines	In the City of Des Moines, PARK AVE: From Monarch Cement RR Tracks to SW 63rd Street	--	Federal Aid	2,050	0	0	0	2,050	
Draft TIP Approved	Pavement Widening	0:0:0	Regional FA	2,050	0	0	0	2,050	--
19363	STP-U-3827(616)--70-77 DOT Letting: 08/15/2017	0.995 MI	Project Total	3,363	0	0	0	3,363	
Johnston	NW 70 AVE: From NW 86th St to NW 100th St	--	Federal Aid	1,600	0	0	0	1,600	
Draft TIP Approved	Pavement Rehab/Widen,Traffic Signals	0:0:0	Regional FA	1,600	0	0	0	1,600	--

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S:T:R		Pgm'd Amounts in 1000's				Total	STIP#
				FY17	FY18	FY19	FY20		
Polk - 77 (continued)									
25189	STP-PA26()--2C-77	0	Project Total	5,000	0	0	0	5,000	
MPO-26 / DMAMPO	US 6: From I-35/80 to Merle Hay Rd	--	Federal Aid	312	0	0	0	312	
Draft TIP Approved	Pavement Rehab	--	Regional FA	312	0	0	0	312	--
PA NOTE: DOT project on US 6									
27146	RGPL-PA26()--ST-77	0	Project Total	119	119	119	119	476	
MPO-26 / DMAMPO	Transportation Management Association	--	Federal Aid	95	95	95	95	380	
Draft TIP Approved	Miscellaneous,Ped/Bike Miscellaneous,Transit Investments	--	Regional FA	95	95	95	95	380	--
34450	STP-U-6102(613)--70-77 DOT Letting: 02/21/2017	0	Project Total	4,223	0	0	0	4,223	
Pleasant Hill	In the City of Pleasant Hill, Realign Pleasant Hill Blvd and Vandalia Rd Intersection and associated approach work	--	Federal Aid	3,378	0	0	0	3,378	
Draft TIP Approved	Grade and Pave,Right of Way,Salvage and Removal	--	Regional FA	3,378	0	0	0	3,378	--
34148	STP-S-C077(213)--5E-77 DOT Letting: 11/15/2016	0	Project Total	5,378	0	0	0	5,378	TA
Polk CRD	On NW 66th Avenue: From Kempton Bridge west to NW Beaver Drive	--	Federal Aid	3,250	0	0	0	3,250	
Draft TIP Approved	Grade and Pave,Pavement Widening	--	Regional FA	3,250	0	0	0	3,250	--
25175	STP-U-7875(645)--70-77 DOT Letting: 02/21/2017	0	Project Total	4,510	0	0	0	4,510	
Urbandale	In the City of Urbandale, Meredith Drive Reconstruction: From 128th Street 142nd Street to 142nd Street	--	Federal Aid	700	0	0	0	700	
Draft TIP Approved	Grade and Pave,Right of Way	--	Regional FA	700	0	0	0	700	--
33876	STP-U-8477()--70-77	0	Project Total	800	0	0	0	800	
Windsor Heights	In the city of Windsor Heights, On University Avenue: from 73rd street to 63rd Street	--	Federal Aid	231	0	0	0	231	
Draft TIP Approved	Ped/Bike Paving	--	Regional FA	231	0	0	0	231	--
25172	STP-U-1945()--70-77	0	Project Total	0	9,000	0	0	9,000	
Des Moines	In the City of Des Moines, East Douglas Avenue Widening: From East 42nd Street to East 56th Street	--	Federal Aid	0	1,000	0	0	1,000	
Draft TIP Approved	Grade and Pave,Pavement Widening,Right of Way	--	Regional FA	0	1,000	0	0	1,000	--
29684	STP-U-1945()--70-77	0	Project Total	0	3,700	0	0	3,700	
Des Moines	Locust Street Bridge, Over Des Moines River	--	Federal Aid	0	1,000	0	0	1,000	
Draft TIP Approved	Bridge Rehabilitation	--	Regional FA	0	1,000	0	0	1,000	--
22138	STP-U-3125()--70-77	0.782 MI	Project Total	0	5,100	0	0	5,100	
Grimes	In the city of Grimes, On SE 37th Street, from Iowa 141 to approx. 700' west of NW 100th Street	--	Federal Aid	0	1,100	0	0	1,100	
Draft TIP Approved	Pavement Rehab/Widen	--	Regional FA	0	1,100	0	0	1,100	--



TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S:T:R		Pgm'd Amounts in 1000's				Total	STIP#
				FY17	FY18	FY19	FY20		
Polk - 77 (continued)									
25174 Grimes	<b>STP-U-31250)--70-77</b> In the City of Grimes, Southeast 37th Street Widening and Reconstruction: From Iowa 141 to South James Street	0 --	Project Total Federal Aid	0 0	3,600 700	0 0	0 0	3,600 700	
Draft TIP Approved	Grade and Pave,Right of Way,Ped/Bike Miscellaneous	--	Regional FA	0	700	0	0	700	--
33868 Grimes	<b>STP-U-31250)--70-77</b> On S James St and SE 37th St: from approx. 1000 ft S of SE 37th St and S James St to approx. 1000 ft N	0 --	Project Total Federal Aid	0 0	1,200 500	0 0	0 0	1,200 500	
Draft TIP Approved	Pavement Widening,Traffic Signals,Right of Way	--	Regional FA	0	500	0	0	500	--
22141 Mitchellville	<b>STP-U-51370)--70-77</b> In the City of Mitchellville, Cotton Ave: From I-80 to Mill Street SW	0.98 MI --	Project Total Federal Aid	0 0	2,457 400	0 0	0 0	2,457 400	
Draft TIP Approved	Grade and Pave	--	Regional FA	0	400	0	0	400	--
33871 Urbandale	<b>STP-U-78750)--70-77</b> On 86th Street: Aurora Avenue to the north ramps of the I-35/80 interchange	0 --	Project Total Federal Aid	0 0	2,000 500	0 0	0 0	2,000 500	
Draft TIP Approved	Pavement Rehab	--	Regional FA	0	500	0	0	500	--
33859 Altoona	<b>STP-U-01320)--70-77</b> 8th Street SW Reconstruction: US 65 to Venbury Drive	0 --	Project Total Federal Aid	0 0	0 0	18,700 750	0 0	18,700 750	
Draft TIP Approved	Pavement Rehab,Ped/Bike Paving	--	Regional FA	0	0	750	0	750	--
33879 Des Moines	<b>STP-U-19450)--70-77</b> In the city of Des Moines, On E 30th St Viaduct over UPRR, from Dean Avenue to Raccoon Street	0.406 --	Project Total Federal Aid	0 0	0 0	5,900 2,000	0 0	5,900 2,000	
Draft TIP Approved	Bridge Rehabilitation	--	Regional FA	0	0	1,000	0	1,000	--
27142 Des Moines	<b>STP-U-19450)--70-77</b> On 2nd Avenue Bridge, Over Des Moines River	0 --	Project Total Federal Aid	0 0	0 0	4,000 1,000	0 0	4,000 1,000	
Draft TIP Approved	Bridge Rehabilitation	--	Regional FA	0	0	1,000	0	1,000	--
27144 Des Moines	<b>STP-U-19450)--70-77</b> On Indianola Avenue Widening, from East Army Post Road to U.S. 69	0 --	Project Total Federal Aid	0 0	0 0	6,250 3,000	0 0	6,250 3,000	
Draft TIP Approved	Pavement Widening	--	Regional FA	0	0	3,000	0	3,000	--
33863 Des Moines	<b>STP-U-19450)--70-77</b> On E 29th Street: Easton Blvd to Euclid Avenue	0 --	Project Total Federal Aid	0 0	0 0	750 500	0 0	750 500	
Draft TIP Approved	Pavement Rehab	--	Regional FA	0	0	500	0	500	--

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				FY17	FY18	FY19	FY20		
Polk - 77 (continued)									
34149 Polk CRD	<b>STP-S-C0770--5E-77</b> On NW 66th Avenue: From Kempton Bridge east to NW 26th St	0 --	Project Total Federal Aid	0 0	0 0	7,900 4,000	0 0	7,900 4,000	TA
Draft TIP Approved	Grade and Pave,Pavement Widening	--	Regional FA	0	0	4,000	0	4,000	
33880 Polk CRD	<b>STP-S-C0770--5E-77</b> On NE 46th Avenue BR 6709, approx. 0.13 miles west of NE 108 Street	0 --	Project Total Federal Aid	0 0	0 0	1,240 765	0 0	1,240 765	
Draft TIP Approved	Bridge Replacement	--	Regional FA	0	0	765	0	765	
35368 Ankeny	<b>STP-U-01870--70-77</b> In the city of Ankeny, On West First Street, from SW Scott Street to Ankeny Boulevard	0 --	Project Total Federal Aid	0 0	0 0	0 0	4,400 750	4,400 750	
Draft TIP Approved	Pave	--	Regional FA	0	0	0	750	750	
35372 Des Moines	<b>STP-U-19450--70-77</b> On University Avenue, from 56th street to 48th street	0 --	Project Total Federal Aid	0 0	0 0	0 0	850 500	850 500	
Draft TIP Approved	Pavement Rehab	--	Regional FA	0	0	0	500	500	
35373 Des Moines	<b>STP-U-19450--70-77</b> Court Avenue Bridge, over the Des Moines River	0 --	Project Total Federal Aid	0 0	0 0	0 0	7,600 1,500	7,600 1,500	
Draft TIP Approved	Bridge Rehabilitation	--	Regional FA	0	0	0	1,500	1,500	
35378 MPO-26 / DMAMPO	<b>STP-PA260--2C-77</b> On IA-415, from Euclid Avenue to NE Packard Way	0 --	Project Total Federal Aid	0 0	0 0	0 0	5,000 500	5,000 500	
Draft TIP Approved	Pavement Rehab/Widen	--	Regional FA	0	0	0	500	500	
PA NOTE: DOT project on IA 415									
34814 [NBIS: 281380] Polk CRD	<b>STP-S-C077(BR5412)--5E-77</b> On NE 3RD ST, Over CREEK, North of NE 46 Ave	0 281380	Project Total Federal Aid	0 0	0 0	0 0	763 450	763 450	
Draft TIP Approved	Bridge Replacement	--	Regional FA	0	0	0	450	450	
34815 Polk CRD	<b>STP-S-C077(HMA-3-Aur)--5E-77</b> On NE 3RD ST, from NE Aurora Ave to NE 60 Ave	2.236 --	Project Total Federal Aid	0 0	0 0	0 0	602 300	602 300	
Draft TIP Approved	Pavement Rehab	--	Regional FA	0	0	0	300	300	
34816 Polk CRD	<b>STP-S-C077(NW 26 St)--5E-77</b> On NW 26TH ST, from NW 66 Ave to Hwy 415	1.424 --	Project Total Federal Aid	0 0	0 0	0 0	6,750 1,000	6,750 1,000	
Draft TIP Approved	Pavement Rehab	--	Regional FA	0	0	0	1,000	1,000	

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				FY17	FY18	FY19	FY20		
STP-HBP - Surface Transportation Program - Bridge Program									
Polk - 77									
25356 [NBIS: 041820] DOT-D01-MPO26	BRF--35()--38-77 I-35: IN ANKENY FROM N OF ORALABOR RD TO NE 36TH ST	2.1 041820	Project Total Federal Aid	1,700 0	12,947 11,652	13,738 12,364	22,176 19,958	50,561 43,974	
Draft TIP Approved	Grade and Pave,Bridge Replacement,Right of Way	--	Regional FA	0	0	0	0	0	--
29641 [NBIS: 041690] DOT-D01-MPO26	BRF--80()--38-77 I-80: NE 22ND ST/DELAWARE AVE OVER I-80/I-35 0.5 MI W OF E JCT I-35	0 041690	Project Total Federal Aid	9,914 8,923	0 0	0 0	0 0	9,914 8,923	
Draft TIP Approved	Bridge Replacement	--	Regional FA	0	0	0	0	0	--
22071 [NBIS: 041520] DOT-D01-MPO26	BRF--80()--38-77 I-80: NW MORNINGSTAR DR 1.7 MI W OF IA 415	0 MI 041520	Project Total Federal Aid	3,751 3,376	0 0	0 0	0 0	3,751 3,376	
Draft TIP Approved	Bridge Replacement,Wetland Mitigation	--	Regional FA	0	0	0	0	0	--
35634 Grimes	BRM-3125(613)--8N-77 In the city of Grimes, On North James Street over Little Beaver Creek	0 --	Project Total Federal Aid	1,610 1,000	0 0	0 0	0 0	1,610 1,000	
Draft TIP Approved	Bridge Replacement	--	Regional FA	0	0	0	0	0	--
35376 Polk CRD	BROS-C077()--8J-77 On NE Santiago Drive over Branch of Skunk River, approx. 250 ft east of US 65	0 --	Project Total Federal Aid	0 0	600 480	0 0	0 0	600 480	
Draft TIP Approved	Bridge Replacement	--	Regional FA	0	0	0	0	0	--
NHPP - National Highway Performance Program									
Dallas - 25									
34007 DOT-D04-MPO26	IM--80()--13-25 I-80: CO RD P53/F60 TO 60TH ST IN WEST DES MOINES (EB)	22.3 --	Project Total Federal Aid	0 0	0 0	21,037 18,934	0 0	21,037 18,934	
Draft TIP Approved	Grade and Pave	--	Regional FA	0	0	0	0	0	--
Polk - 77									
35437 DOT-D01-MPO26	NHS--6()--11-77 US 6: I-35/80 TO E JCT IA 28 (STATE SHARE)	3.8 MI --	Project Total Federal Aid	2,552 2,042	0 0	0 0	0 0	2,552 2,042	
Draft TIP Approved	Pavement Rehab	--	Regional FA	0	0	0	0	0	--
29648 DOT-D01-MPO26	NHS--141()--11-77 IA 141: IA 44 TO N OF I-35/80	2 MI --	Project Total Federal Aid	5,891 4,713	0 0	0 0	0 0	5,891 4,713	
Draft TIP Approved	Grade and Pave,Traffic Signals,Traffic Signs	--	Regional FA	0	0	0	0	0	--
22077 [NBIS: 041080] DOT-D01-MPO26	NHS--415()--11-77 IA 415: NW 66TH AVE 2.1 MI N OF I-80 (REMOVE BRIDGE)	0 MI 041080	Project Total Federal Aid	40 0	0 0	7,444 5,956	0 0	7,484 5,956	
Draft TIP Approved	Grade and Pave,Traffic Signals,Wetland Mitigation	--	Regional FA	0	0	0	0	0	--
34090 DOT-D01-MPO26	IM--80()--13-77 I-80: NB I-35/I-80 TO WB IA 141 RAMP IN URBANDALE	4.5 MI --	Project Total Federal Aid	0 0	640 0	19,500 17,550	23,750 21,375	43,890 38,925	
Draft TIP Approved	Grade and Pave,Bridge New	--	Regional FA	0	0	0	0	0	--

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				FY17	FY18	FY19	FY20		
Polk - 77 (continued)									
35578 DOT-D01-MPO26	<b>NHS--60--11-77</b> US 6: S OF E EUCLID AVE TO N OF E 38TH ST IN DES MOINES (STATE SHARE)	0.4 MI --	Project Total Federal Aid	0 0	0 0	4,000 3,200	0 0	4,000 3,200	
Draft TIP Approved	Grade and Pave	--	Regional FA	0	0	0	0	0	--
35581 DOT-D01-MPO26	<b>IM--80--13-77</b> I-80: DES MOINES RIVER 1.6 MI E OF IA 28	0 MI --	Project Total Federal Aid	0 0	0 0	21,200 19,080	0 0	21,200 19,080	
Draft TIP Approved	Bridge Widening, Wetland Mitigation	--	Regional FA	0	0	0	0	0	--
STP - STP funded TAP projects - Pop. 200,000+									
Polk - 77									
25155 Polk CCB	<b>TAP-T-C077(207)--8V-77 DOT Letting: 11/15/2016</b> Easter Lake Trail: Phase 3	0 --	Project Total Federal Aid	2,125 973	0 0	0 0	0 0	2,125 973	
Draft TIP Approved	Ped/Bike Grade & Pave	--	Regional FA	973	0	0	0	973	--
TAP - Transportation Alternatives									
Polk - 77									
18068 Des Moines	<b>TAP-T-1945(825)--8V-77 DOT Letting: 11/15/2016</b> EUCLID AVE: Highland Park Streetscape - Phase 2 - 6th Avenue to Cornell Street consisting of new sidewalks, vintage street lighting and flower pots	0.5 MI --	Project Total Federal Aid	1,900 478	0 0	0 0	0 0	1,900 478	
Draft TIP Approved	Ped/Bike Miscellaneous	0:0:0	Regional FA	478	0	0	0	478	--
PA NOTE: Awarded \$228,000 in FFY 2014 TAP funds; \$150,000 in FFY 2015 TAP funds; \$100,000 in FFY 2017 TAP funds. FFY 2014 & 2015 funds rolled to FFY 2017.									
27150 Des Moines	<b>TAP-T-1945(832)--8V-77 DOT Letting: 11/15/2016</b> In the city of Des Moines, 42nd Street Streetscape, from I-235 to Crocker Street	0 --	Project Total Federal Aid	1,900 480	0 0	0 0	0 0	1,900 480	
Draft TIP Approved	Miscellaneous, Scenic or Historic Hwy.	--	Regional FA	480	0	0	0	480	--
25180 Johnston	<b>STP-E-3827(617)--8V-77 DOT Letting: 12/20/2016</b> Northwest Beaver Drive Trail: NW Beaver Drive from Eagle Crest Drive in the north to 66th Avenue in the southeast	0 --	Project Total Federal Aid	2,940 300	0 0	0 0	0 0	2,940 300	
Draft TIP Approved	Ped/Bike Grade & Pave	--	Regional FA	300	0	0	0	300	--
27149 Ankeny	<b>STP-E-0187--8V-77</b> NE Delaware Avenue Trail Connection, from NE 18th Street to NE 22nd Street (along west side of NE Delaware Ave)	0 --	Project Total Federal Aid	0 0	360 150	0 0	0 0	360 150	
Draft TIP Approved	Ped/Bike Grade & Pave	--	Regional FA	0	150	0	0	150	--

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				FY17	FY18	FY19	FY20		
Polk - 77 (continued)									
25421 Bondurant	<b>SRTS-U-0747(609)--8U-77 DOT Letting: 01/17/2018</b> In the City of Bondurant, US 65/Lincoln Street: Pedestrian/Bicycle Underpass	0.106 --	Project Total Federal Aid	0 0	1,626 330	0 0	0 0	1,626 330	
Draft TIP Approved	Ped/Bike Miscellaneous	--	Regional FA	0	250	0	0	250	--
<b>DOT NOTE:</b> This project received a SRTS award of 80,000									
27151 Des Moines	<b>STP-E-1945(0)--8V-77</b> In the city of Des Moines, Bill Riley Trail Bridge, Over Raccoon River	0 --	Project Total Federal Aid	0 0	425 100	0 0	0 0	425 100	
Draft TIP Approved	Ped/Bike Structures	--	Regional FA	0	100	0	0	100	--
22146 Des Moines	<b>STP-E-1945(0)--8V-77</b> In the City of Des Moines, 6th Avenue: From Hickman Road to I-235	1.176 MI --	Project Total Federal Aid	0 0	1,400 600	0 0	0 0	1,400 600	
Draft TIP Approved	Scenic or Historic Hwy.	--	Regional FA	0	600	0	0	600	--
27154 Urbandale	<b>STP-E-7875(0)--8V-77</b> In the city of Urbandale, Walnut Creek Trail, from 156th Street to Waterford Road	0 --	Project Total Federal Aid	0 0	554 275	0 0	0 0	554 275	
Draft TIP Approved	Ped/Bike Grade & Pave	--	Regional FA	0	275	0	0	275	--
27152 Des Moines	<b>STP-E-1945(0)--8V-77</b> Des Moines River Trail Phase 2, Along S. side of DM River between Cownie Sports Complex and Easter Lake Park	0 --	Project Total Federal Aid	0 0	0 0	600 300	900 500	1,500 800	
Draft TIP Approved	Ped/Bike Grade & Pave	--	Regional FA	0	0	300	500	800	--
15867 Des Moines	<b>STP-E-1945(0)--8V-77</b> Ingersoll Avenue - Phase II: Implement pedestrian safety, traffic calming, and streetlight component and related streetscape improvements	1.712 MI --	Project Total Federal Aid	0 0	0 0	2,100 518	0 0	2,100 518	
Draft TIP Approved	Scenic or Historic Hwy.	--	Regional FA	0	0	518	0	518	--
35369 Ankeny	<b>STP-E-0187(0)--8V-77</b> High Trestle Trail Extension, from SW Ordinance Road to SE Magazine Road	0 --	Project Total Federal Aid	0 0	0 0	0 0	410 100	410 100	
Draft TIP Approved	Ped/Bike Grade & Pave	--	Regional FA	0	0	0	100	100	--
35374 Des Moines	<b>TAP-T-1945(0)--8V-77</b> In the city of Des Moines, 6th Avenue Streetscape, from University Avenue to College Avenue	0 --	Project Total Federal Aid	0 0	0 0	0 0	2,400 300	2,400 300	
Draft TIP Approved	Lighting,Corridor Preservation	--	Regional FA	0	0	0	300	300	--

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				FY17	FY18	FY19	FY20		
Polk - 77 (continued)									
35370	<b>TAP-T-0187()</b> --8V-77	0	Project Total	0	0	0	282	282	
MPO-26 / DMAMPO	DART: BCycle Expansion 2020	--	Federal Aid	0	0	0	215	215	
Draft TIP Approved	Ped/Bike Miscellaneous	--	Regional FA	0	0	0	215	215	--
Warren - 91									
35375	<b>STP-E-5587()</b> --8V-91	0	Project Total	0	0	0	1,198	1,198	
Norwalk	along 50th Avenue, from Beardsley Street to Countyline Road	--	Federal Aid	0	0	0	100	100	
Draft TIP Approved	Ped/Bike Grade & Pave	--	Regional FA	0	0	0	100	100	--
CMAQ - Congestion Mitigation Air Quality									
Polk - 77									
35379	<b>STP-A-0187()</b> --22-77	0	Project Total	3,600	0	0	0	3,600	
Ankeny	SE Oralabor Road & SE Delaware Avenue Roadway and Traffic Signal Improvements	--	Federal Aid	1,590	0	0	0	1,590	
Draft TIP Approved	Pavement Rehab/Widen,Traffic Signs	--	Regional FA	0	0	0	0	0	--
35371	<b>STP-A-1945()</b> --86-77	0	Project Total	175	0	0	0	175	
Des Moines	In the city of Des Moines, Traffic Signal System Timing Update - Phase 1	--	Federal Aid	140	0	0	0	140	
Draft TIP Approved	Traffic Signals	--	Regional FA	0	0	0	0	0	--
33907	<b>STP-A-PA26()</b> --86-77	0	Project Total	229	0	0	0	229	
MPO-26 / DMAMPO	DART: Local Routes Service Improvements	--	Federal Aid	183	0	0	0	183	
Draft TIP Approved	Transit Investments	--	Regional FA	0	0	0	0	0	--
35380	<b>STP-A-1945()</b> --86-77	0	Project Total	500	0	0	0	500	
West Des Moines	In the city of West Des Moines, Adaptive Traffic Signal Contral System - East Area Traffic Network	--	Federal Aid	400	0	0	0	400	
Draft TIP Approved	Traffic Signals	--	Regional FA	0	0	0	0	0	--
PL - Metropolitan Planning									
Region Wide - 00									
1279	<b>RGPL-PA26(RTP)--PL-00</b>	0 MI	Project Total	876	876	876	876	3,504	
MPO-26 / DMAMPO	VARIOUS: MPO PLANNING	--	Federal Aid	701	701	701	701	2,804	
Draft TIP Approved	Trans Planning	--	Regional FA	0	0	0	0	0	--
PRF - Primary Road Funds									
Polk - 77									
25297 <small>[NBIS: 042080]</small>	<b>BRFN--80()</b> --39-77	0 MI	Project Total	239	0	0	0	239	
DOT-D01-MPO26	I-80: NE 80TH ST OVER I-80 2.8 MI E OF US 65	042080	Federal Aid	0	0	0	0	0	
Draft TIP Approved	Bridge Deck Overlay	--	Regional FA	0	0	0	0	0	--
25298 <small>[NBIS: 042090]</small>	<b>BRFN--80()</b> --39-77	0 MI	Project Total	221	0	0	0	221	
DOT-D01-MPO26	I-80: NE 96TH ST OVER I-80 4.8 MI E OF US 65	042090	Federal Aid	0	0	0	0	0	
Draft TIP Approved	Bridge Deck Overlay	--	Regional FA	0	0	0	0	0	--

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S:T:R		Pgm'd Amounts in 1000's				Total	STIP#
				FY17	FY18	FY19	FY20		
Polk - 77 (continued)									
34097 DOT-D01-MPO26 Draft TIP Approved	<b>NHSN--235()--2R-77</b> I-235: W I-35/I-80 INTERCHANGE TO E I-35/I-80 INTERCHANGE Patching	14.2 MI -- --	Project Total Federal Aid Regional FA	200 0 0	200 0 0	200 0 0	200 0 0	800 0 0	  --
29643 [NBIS: 602932] DOT-D01-MPO26 Draft TIP Approved	<b>BRFN--141()--39-77</b> IA 141: IA 17 INTERCHANGE (EB) Bridge Deck Overlay	0 MI 602932 --	Project Total Federal Aid Regional FA	480 0 0	0 0 0	0 0 0	0 0 0	480 0 0	  --
29644 [NBIS: 602930] DOT-D01-MPO26 Draft TIP Approved	<b>BRFN--141()--39-77</b> IA 141: IA 17 INTERCHANGE (WB) Bridge Deck Overlay	0 MI 602930 --	Project Total Federal Aid Regional FA	480 0 0	0 0 0	0 0 0	0 0 0	480 0 0	  --
29647 [NBIS: 040571] DOT-D01-MPO26 Draft TIP Approved	<b>BRFN--65()--39-77</b> US 65: UP RR 0.3 MI N OF BONDURANT (NB & SB) Bridge Deck Overlay	0 MI 040571 --	Project Total Federal Aid Regional FA	844 0 0	0 0 0	0 0 0	0 0 0	844 0 0	  --
35438 DOT-D01-MPO26 Draft TIP Approved	<b>NHSN--160()--2R-77</b> IA 160: IN ANKENY FROM PEACHTREE DR TO E OF I-35 (STATE SHARE) Pavement Widening	0.9 MI -- --	Project Total Federal Aid Regional FA	200 0 0	0 0 0	0 0 0	0 0 0	200 0 0	  --
35579 DOT-D01-MPO26 Draft TIP Approved	<b>IMN--35()--0E-77</b> I-35: W JCT I-80 TO WRIGHT CO Patching	77.3 -- --	Project Total Federal Aid Regional FA	1,000 0 0	1,000 0 0	1,000 0 0	1,000 0 0	4,000 0 0	  --
35580 DOT-D01-MPO26 Draft TIP Approved	<b>IMN--80()--0E-77</b> I-80: E JCT I-35 TO JASPER CO Patching	81.8 MI -- --	Project Total Federal Aid Regional FA	400 0 0	400 0 0	400 0 0	400 0 0	1,600 0 0	  --
35612 DOT-D01-MPO26 Draft TIP Approved	<b>IMN--80()--0E-77</b> I-80: E US 65 INTERCHANGE Fencing,Lighting	1 MI -- --	Project Total Federal Aid Regional FA	725 0 0	0 0 0	0 0 0	0 0 0	725 0 0	  --
35495 DOT-D01-MPO26 Draft TIP Approved	<b>BRFN--28()--39-77</b> IA 28: WALNUT CREEK 0.4 MI S OF I-235 IN DES MOINES Bridge Deck Overlay	0 MI -- --	Project Total Federal Aid Regional FA	0 0 0	0 0 0	0 0 0	845 0 0	845 0 0	  --
35582 DOT-D01-MPO26 Draft TIP Approved	<b>BRFN--80()--39-77</b> I-80: NE 38TH ST 1.6 MI E OF E JCT I-35 Bridge Replacement,Right of Way	0 MI -- --	Project Total Federal Aid Regional FA	0 0 0	0 0 0	0 0 0	10 0 0	10 0 0	  --
35614 DOT-D01-MPO26 Draft TIP Approved	<b>NHSN--69()--2R-77</b> US 69: I-80 TO SE 33RD ST IN ANKENY Grade and Pave,Right of Way	3.2 MI -- --	Project Total Federal Aid Regional FA	0 0 0	0 0 0	0 0 0	1,745 0 0	1,745 0 0	  --

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S.T.R		Pgm'd Amounts in 1000's				Total	STIP#
				FY17	FY18	FY19	FY20		
NEPA - National Environmental Policy Act									
Polk - 77									
17139	NEPA-0187(619)--83-77	0.563 MI	Project Total	0	8,000	0	0	8,000	
Ankeny	In the City of Ankeny, NE 18th Street Overpass Extension: From NE Delaware Avenue to NE Frisk Drive	--	Federal Aid	0	0	0	0	0	
Draft TIP Approved	Grade and Pave,Outside Services Engineering	--	Regional FA	0	0	0	0	0	--



## CHAPTER SIX

# Federal Transit Administrations Projects

The first FFY in the FFY 2017-2020 TIP is referred to as the Annual Element. Projects for the entire four years (FFY 2017-2020) are listed together by funding program and in order of FFY. The MPO's transit program for FFY 2017-2020 contains 32 projects with a total cost of approximately \$82,708,775.

## Program Format

The project listing is organized by TIP funding program. The sponsor name, project number, project location, project description, project funding, programmed amounts by year, and Transit Number are shown for each project within the different TIP funding categories. The Transit Number is a unique number given to each project included in the MPO's Transit Program.

Project Total refers to the total cost of the project. Federal-Aid refers to the amount of Federal-Aid (FA) the project has received. State-Aid (SA) refers to the amount of funding the transit provider has received from the State.

# Draft 2017 Transit Program

(Filtered)

# MPO-26 / DMAMPO (32 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY17	FY18	FY19	FY20
STA	Des Moines DART	995 Operations Misc	General Operations/Maintenance/Administration	<b>Total</b>	1,948,364	2,006,815	2,067,019	2,129,030
				<b>FA</b>				
				<b>SA</b>	1,558,691	1,605,452	1,653,615	1,703,224
5311	Des Moines DART	996 Operations Misc	Operations for Rural Services	<b>Total</b>	34,898	35,596	36,308	37,034
				<b>FA</b>	17,449	17,798	18,154	18,517
				<b>SA</b>				
5310	Des Moines DART	997 Operations Misc	Subcontracted Paratransit Operations	<b>Total</b>	226,437	440,066	448,869	82,846
				<b>FA</b>	181,150	352,053	359,095	66,277
				<b>SA</b>				
PTIG	Des Moines DART	1016 Capital Replacement	Facility Renovations	<b>Total</b>	215,000	150,000	500,000	
				<b>FA</b>				
				<b>SA</b>	172,000	120,000	400,000	
5307	Des Moines DART	1020 Operations Misc	Preventive Maintenance	<b>Total</b>	3,243,750	2,702,500	2,162,500	1,621,875
				<b>FA</b>	2,595,000	2,162,000	1,730,000	1,297,500
				<b>SA</b>				
5307	Des Moines DART	1021 Operations Misc	ADA Paratransit	<b>Total</b>	468,750	468,750	468,750	468,750
				<b>FA</b>	375,000	375,000	375,000	375,000
				<b>SA</b>				
5307	Des Moines DART	1024 Capital Replacement	Admin/Maint. Facility Engineering and Design	<b>Total</b>	125,000	125,000	125,000	125,000
				<b>FA</b>	100,000	100,000	100,000	100,000
				<b>SA</b>				
5307	Des Moines DART	1025 Capital Replacement	Concrete Replacement	<b>Total</b>	187,500	450,000		
				<b>FA</b>	150,000	360,000		
				<b>SA</b>				
5307	Des Moines DART	1026 Capital Replacement	Facility Repairs/Renovations	<b>Total</b>	75,000	150,000	1,062,500	300,000
				<b>FA</b>	60,000	120,000	850,000	240,000
				<b>SA</b>				
5307	Des Moines DART	1027 Capital Replacement	Security/Safety at Facility Improvements	<b>Total</b>	35,000		50,000	
				<b>FA</b>	28,000		40,000	
				<b>SA</b>				
5307	Des Moines DART	1028 Capital Replacement	Shop and Garage Equipment	<b>Total</b>	500,000	350,000	150,000	100,000
				<b>FA</b>	400,000	280,000	120,000	80,000
				<b>SA</b>				
5307	Des Moines DART	1029 Capital Replacement	Miscellaneous Equipment	<b>Total</b>	25,000	25,000	25,000	25,000
				<b>FA</b>	20,000	20,000	20,000	20,000
				<b>SA</b>				
5307	Des Moines DART	1030 Capital Replacement	Computer Hardware	<b>Total</b>	50,000	50,000	50,000	50,000
				<b>FA</b>	40,000	40,000	40,000	40,000
				<b>SA</b>				
5307	Des Moines DART	1032 Capital Replacement	Associated Transit Improvements	<b>Total</b>	81,000	82,250	82,500	137,000
				<b>FA</b>	64,800	65,800	66,000	109,600
				<b>SA</b>				
5307	Des Moines DART	1042 Capital Replacement	Support Vehicles	<b>Total</b>	75,000		30,000	30,000
				<b>FA</b>	60,000		24,000	24,000
				<b>SA</b>				

# MPO-26 / DMAMPO (32 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY17	FY18	FY19	FY20
5307	Des Moines DART	1046 Capital Replacement	RideShare Vehicles	<b>Total</b>	652,000	725,000	750,000	850,000
				<b>FA</b>	521,600	580,000	600,000	680,000
				<b>SA</b>				
5307	Des Moines DART	2480 Capital Replacement	Twenty Lease Buses - 20 (2015 Lease)	<b>Total</b>	925,000	925,000	925,000	925,000
				<b>FA</b>	740,000	740,000	740,000	740,000
				<b>SA</b>				
5307	Des Moines DART	2482 Capital Replacement	Computer Software	<b>Total</b>	310,000	210,000	10,000	10,000
				<b>FA</b>	8,000	8,000	8,000	8,000
				<b>SA</b>				
STP, 5307	Des Moines DART	2703 Capital Replacement	Four HD 35' Fixed-Route Buses w/Surv. & AVL (Trolleys 28447-28450)	<b>Total</b>	1,986,758			
				<b>FA</b>	1,632,494			
				<b>SA</b>				
5307, 5310	Des Moines DART	3117 Capital Replacement	Five 27' MD Buses w/Surv. & AVL (7812-8212)	<b>Total</b>	802,980			
				<b>FA</b>	682,533			
				<b>SA</b>				
ICAAP	Des Moines DART	3121 Operations Expansion	Express Route Improvements for 92/93/98	<b>Total</b>	228,574			
				<b>FA</b>	182,859			
				<b>SA</b>				
5339	Des Moines DART	3124 Capital Replacement	Seven 40' HD Buses w/Surv. & AVL (2002 Gilligs 22409-415)	<b>Total</b>	3,290,000			
				<b>FA</b>	2,796,500			
				<b>SA</b>				
5307, 5339	Des Moines DART	3863 Capital Replacement	Two 40' HD Buses w/Surv. & AVL (22409 & 22410)	<b>Total</b>	1,003,379			
				<b>FA</b>	852,872			
				<b>SA</b>				
ICAAP	Des Moines DART	3120 Operations Expansion	Express Service Improvements	<b>Total</b>		200,000		
				<b>FA</b>		160,000		
				<b>SA</b>				
STP, 5307, 5339	Des Moines DART	2707 Capital Replacement	Eight 40' HD Buses w/Surv. & AVL (2002 & 2003 Gilligs)	<b>Total</b>		4,174,055		
				<b>FA</b>		3,485,447		
				<b>SA</b>				
ICAAP	Des Moines DART	1049 Capital Expansion	Park & Ride Lot	<b>Total</b>		400,000		
				<b>FA</b>		320,000		
				<b>SA</b>				
ICAAP	Des Moines DART	1756 Operations Expansion	Local Routes Service Improvements	<b>Total</b>		250,000		
				<b>FA</b>		200,000		
				<b>SA</b>				
STP, 5307, 5339	Des Moines DART	3506 Capital Replacement	Nine 40' HD Buses w/Surv. & AVL (2003 Gilligs, 2006 Orions)	<b>Total</b>			4,883,645	
				<b>FA</b>			4,069,848	
				<b>SA</b>				
5309	Des Moines DART	3867 Capital Expansion	Bus Rapid Transit	<b>Total</b>			25,000,000	
				<b>FA</b>			20,000,000	
				<b>SA</b>				
5307	Des Moines DART	3864 Capital Replacement	Two 27' MD Buses w/Surv. & AVL (1401 & 1405)	<b>Total</b>				365,092
				<b>FA</b>				310,329
				<b>SA</b>				

## MPO-26 / DMAMPO (32 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY17	FY18	FY19	FY20
5307, 5310	Des Moines DART	3865 Capital Replacement	Three 31' MD Buses w/Surv. & AVL (1408-1410)	<b>Total</b>				572,313
				<b>FA</b>				486,466
				<b>SA</b>				
STP, 5307, 5339	Des Moines DART	3866 Capital Replacement	Ten 40' HD Buses w/Surv. & AVL (2006 Orions)	<b>Total</b>				5,643,322
				<b>FA</b>				4,712,449
				<b>SA</b>				

# Financial Plan

Federal guidelines state that the TIP shall include a financial plan that demonstrates how the approved TIP can be implemented, identifies public and private resources that are reasonably expected to be available to carry out the TIP, and recommend any additional financing strategies for projects and programs.

## Federal Highway Administration Projects

For purposes of transportation operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53). In addition, revenue and cost estimates for the TIP must use an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPOs, State(s), and public transportation operator(s). The MPO staff utilized an inflation rate of 4% to determine “year of expenditure dollars.”

The FFY 2017-2020 TIP is fiscally constrained by funding sources. Funding sources include Federal, State, and local financial resources. The Des Moines Area MPO recognizes that in the event of Federal, State, and local funding changes, amendments, or revisions, it will need to reflect the change in project funds within the FFY 2017-2020 TIP.

### Des Moines Area MPO Federal-aid Funding Sources

The total Federal share of projects included in the first year (annual element) of the TIP shall not exceed levels of funding committed to the Des Moines Area MPO. Additionally, the total Federal share of projects included in the second, third, fourth, and/or subsequent years of the TIP may not exceed levels of funding committed, or reasonably expected to be available, to the Des Moines Area MPO.

Table 7.1 displays a listing of all Federal-Aid funding sources in the TIP and the amount of Federal funds committed by source and the total project cost of all projects utilizing Federal fund by

funding source for FFYs 2017-2020. Table 7.2 and 7.3 displays the financial constraint of the STP and TAP funding sources for Federal Fiscal Years 2017-2020, breaking down all revenues, expenditures, programmed funds, adjustments, and returns.

**TABLE 7.1 Summary of Costs and Federal Aid**

	2017		2018		2019		2020	
	Total Cost	Federal Aid	Total Cost	Federal Aid	Total Cost	Federal Aid	Total Cost	Federal Aid
CMAQ	\$4,504,000	\$2,313,000	\$0	\$0	\$0	\$0	\$0	\$0
NEPA	\$0	\$0	\$8,000,000	\$0	\$0	\$0	\$0	\$0
NHPP	\$8,483,000	\$6,755,000	\$640,000	\$0	\$73,181,000	\$64,720,000	\$23,750,000	\$21,375,000
PL	\$876,000	\$701,000	\$876,000	\$701,000	\$876,000	\$701,000	\$876,000	\$701,000
PRF	\$4,789,000	\$0	\$1,600,000	\$0	\$1,600,000	\$0	\$4,200,000	\$0
STP	\$53,258,000	\$19,543,000	\$34,558,000	\$6,945,000	\$48,115,000	\$13,410,000	\$84,553,000	\$11,448,000
STP-HBP	\$16,975,000	\$13,299,000	\$13,547,000	\$12,132,000	\$13,738,000	\$12,364,000	\$22,176,000	\$19,958,000
TAP	\$6,740,000	\$1,258,000	\$4,365,000	\$1,455,000	\$2,700,000	\$818,000	\$5,190,000	\$1,215,000
<b>Totals</b>	<b>\$95,625,000</b>	<b>\$43,869,000</b>	<b>\$63,586,000</b>	<b>\$21,233,000</b>	<b>\$140,210,000</b>	<b>\$92,013,000</b>	<b>\$140,745,000</b>	<b>\$54,697,000</b>

**TABLE 7.2 Surface Transportation Program Financial Constraint**

	2017	2018	2019	2020
Unobligated Balance (Carryover)	\$9,515,590	\$4,038,143	\$8,635,696	\$7,768,249
STP Target	\$12,292,553	\$12,292,553	\$12,292,553	\$12,292,554
<b>Subtotal</b>	<b>\$21,808,143</b>	<b>\$16,330,696</b>	<b>\$20,928,249</b>	<b>\$20,060,803</b>
Transfer Out	\$0	\$0	\$0	\$0
Programmed STP Funds	\$17,770,000	\$7,695,000	\$13,160,000	\$10,697,550
<b>Balance</b>	<b>\$4,038,143</b>	<b>\$8,635,696</b>	<b>\$7,768,249</b>	<b>\$9,363,253</b>

Based on Iowa Department of Transportation's Fiscal Year 2016 3rd Quarter Status Report.

**TABLE 7.3 Transportation Alternatives Program Financial Constraint**

	2017	2018	2019	2020
Unobligated Balance (Carryover)	\$1,712,107	\$456,163	\$296,258	\$993,314
TAP Target	\$686,278	\$686,278	\$686,278	\$686,278
TAP Flex Target	\$528,778	\$528,778	\$528,778	\$528,778
<b>Subtotal</b>	<b>\$2,387,163</b>	<b>\$1,671,219</b>	<b>\$1,511,314</b>	<b>\$2,208,370</b>
Transfer Out	\$0	\$0	\$0	\$0
Programmed TAP Funds	\$1,931,000	\$1,374,961	\$518,000	\$1,515,000
<b>Balance</b>	<b>\$456,163</b>	<b>\$296,258</b>	<b>\$993,314</b>	<b>\$693,370</b>

Based on Iowa Department of Transportation's Fiscal Year 2016 3rd Quarter Status Report.

## Operations and Maintenance Costs and Projections

The following tables demonstrate the costs of operations and maintenance to the Federal-aid System. Table 7.4 contains the operation and maintenance costs for each city in the Des Moines Area MPO. Table 7.5 and Table 7.6 contain the projected operation and maintenance costs on Federal-aid city streets within each city in the Des Moines Area MPO based on data in Table 7.4.

**TABLE 7.4 2015 City Street O + M Expenditures on Federal-Aid Routes**

City Name	On-System Miles	Total Miles	Percentage Federal-Aid Routes	Total Roadway Maintenance	Total Operations	Operations on Federal-Aid Routes	Maintenance on Federal-Aid Routes
Altoona	16.77	68.49	0.2448	\$971,866	\$410,471	\$100,483	\$237,913
Ankeny	36.83	213.88	0.1722	\$2,411,925	\$1,554,560	\$267,695	\$415,333
Bondurant	8.25	25.15	0.3281	\$180,892	\$213,672	\$70,106	\$59,351
Carlisle	3.54	23.98	0.1476	\$242,401	\$183,400	\$27,070	\$35,778
Clive	10.59	73.47	0.1441	\$2,109,550	\$195,495	\$28,171	\$303,986
Des Moines	214.35	831.73	0.2577	\$14,849,882	\$9,137,508	\$2,354,736	\$3,826,815
Grimes	9.73	51.95	0.1872	\$1,361,825	\$354,236	\$66,313	\$254,934
Johnston	23.19	92.88	0.2496	\$1,073,795	\$974,669	\$243,277	\$268,019
Mitchellville	2.21	12.89	0.1713	\$57,821	\$41,013	\$7,025	\$9,905
Norwalk	5.39	45.62	0.1182	\$671,238	\$201,418	\$23,808	\$79,340
Pleasant Hill	12.25	41.89	0.2924	\$957,532	\$147,698	\$43,187	\$279,982
Polk City	3.98	23.65	0.1683	\$398,748	\$94,884	\$15,969	\$67,109
Urbandale	40.03	185.06	0.2163	\$2,293,864	\$545,165	\$117,919	\$496,163
Waukee	17.13	74.43	0.2301	\$1,016,198	\$974,828	\$224,308	\$233,827
West Des Moines	80.94	266.58	0.3036	\$3,994,670	\$0	\$0	\$1,212,782
Windsor Heights	3.43	20.37	0.1684	\$278,567	\$104,261	\$17,558	\$46,911
<b>Totals</b>	<b>488.61</b>	<b>2052</b>	<b>3.3999</b>	<b>\$32,870,774</b>	<b>\$15,133,278</b>	<b>\$3,607,625</b>	<b>\$7,828,148</b>

Source: 2015 City Street Finance Report – O&M Costs

**TABLE 7.5 Forecasted Maintenance Expenditures on Federal-Aid Routes**

City Name	2015	2016	2017	2018	2019	2020
Altoona	\$237,913	\$247,430	\$257,327	\$267,620	\$278,325	\$289,458
Ankeny	\$415,333	\$431,946	\$449,224	\$467,193	\$485,881	\$505,316
Bondurant	\$59,351	\$61,725	\$64,194	\$66,762	\$69,432	\$72,210
Carlisle	\$35,778	\$37,209	\$38,697	\$40,245	\$41,855	\$43,529
Clive	\$303,986	\$316,145	\$328,791	\$341,943	\$355,621	\$369,845
Des Moines	\$3,826,815	\$3,979,888	\$4,139,083	\$4,304,646	\$4,476,832	\$4,655,906
Grimes	\$254,934	\$265,131	\$275,737	\$286,766	\$298,237	\$310,166
Johnston	\$268,019	\$278,740	\$289,889	\$301,485	\$313,544	\$326,086
Mitchellville	\$9,905	\$10,301	\$10,713	\$11,142	\$11,587	\$12,051



Norwalk	\$79,340	\$82,514	\$85,814	\$89,247	\$92,817	\$96,529
Pleasant Hill	\$279,982	\$291,181	\$302,829	\$314,942	\$327,539	\$340,641
Polk City	\$67,109	\$69,793	\$72,585	\$75,488	\$78,508	\$81,648
Urbandale	\$496,163	\$516,010	\$536,650	\$558,116	\$580,441	\$603,658
Waukee	\$233,827	\$243,180	\$252,907	\$263,024	\$273,545	\$284,486
West Des Moines	\$1,212,782	\$1,261,293	\$1,311,745	\$1,364,215	\$1,418,783	\$1,475,535
Windsor Heights	\$46,911	\$48,787	\$50,739	\$52,768	\$54,879	\$57,074
<b>Totals</b>	<b>\$7,828,148</b>	<b>\$8,141,274</b>	<b>\$8,466,925</b>	<b>\$8,805,602</b>	<b>\$9,157,826</b>	<b>\$9,524,139</b>

Source: 2015 City Street Finance Report – O&M Costs

**TABLE 7.6 Forecasted Operation Expenditures on Federal-Aid Routes**

City Name	2015	2016	2017	2018	2019	2020
Altoona	\$100,483	\$104,502	\$108,682	\$113,030	\$117,551	\$122,253
Ankeny	\$267,695	\$278,403	\$289,539	\$301,120	\$313,165	\$325,692
Bondurant	\$70,106	\$72,910	\$75,827	\$78,860	\$82,014	\$85,295
Carlisle	\$27,070	\$28,153	\$29,279	\$30,450	\$31,668	\$32,935
Clive	\$28,171	\$29,298	\$30,470	\$31,689	\$32,956	\$34,274
Des Moines	\$2,354,736	\$2,448,925	\$2,546,882	\$2,648,758	\$2,754,708	\$2,864,896
Grimes	\$66,313	\$68,966	\$71,724	\$74,593	\$77,577	\$80,680
Johnston	\$243,277	\$253,008	\$263,128	\$273,654	\$284,600	\$295,984
Mitchellville	\$7,025	\$7,306	\$7,598	\$7,902	\$8,218	\$8,547
Norwalk	\$23,808	\$24,760	\$25,751	\$26,781	\$27,852	\$28,966
Pleasant Hill	\$43,187	\$44,914	\$46,711	\$48,580	\$50,523	\$52,544
Polk City	\$15,969	\$16,608	\$17,272	\$17,963	\$18,681	\$19,429
Urbandale	\$117,919	\$122,636	\$127,541	\$132,643	\$137,949	\$143,466
Waukee	\$224,308	\$233,280	\$242,612	\$252,316	\$262,409	\$272,905
West Des Moines	\$0	\$0	\$0	\$0	\$0	\$0
Windsor Heights	\$17,558	\$18,260	\$18,991	\$19,750	\$20,540	\$21,362
<b>Totals</b>	<b>\$3,607,625</b>	<b>\$3,751,930</b>	<b>\$3,902,007</b>	<b>\$4,058,087</b>	<b>\$4,220,411</b>	<b>\$4,389,227</b>

Source: 2015 City Street Finance Report – O&M Costs

### Non-Federal-aid Revenue Sources and Projections

In addition to operations and maintenance, costs can be from non-Federal-aid revenues. Non-Federal-aid revenue sources and projections are included to demonstrate the availability of adequate revenue sources to operate and maintain the system in the Des Moines Area MPO MPA.

Table 7.7 contains the receipts for the Road Use Tax Fund and other road monies on Federal-aid routes within each city in the Des Moines Area MPO. Table 7.8 contains the projected revenues on Federal-aid routes within each city in the Des Moines Area MPO based on data in Table 7.6.

**TABLE 7.7 2015 City Street Fund Receipts**

City Name	Total Road Use Tax Fund Receipts	Total Other Road Monies Receipts	Total Receipts Service Debt	Total Non-Federal Road Fund Receipts
Altoona	\$1,512,009	\$248,784		\$1,760,793
Ankeny	\$4,739,730	\$15,595,317	\$11,075,535	\$31,410,582
Bondurant	\$401,372	\$42,334	\$238,279	\$681,985
Carlisle	\$403,036	\$3,822,097	\$482,638	\$4,707,771
Clive	\$1,606,218	\$4,313,364	\$2,890,930	\$8,810,512
Des Moines	\$21,220,344	\$5,516,778	\$64,276,561	\$91,013,683
Grimes	\$857,440	\$8,567,719	\$2,431,110	\$11,856,269
Johnston	\$1,796,610	\$1,246,216	\$25,725,780	\$28,768,606
Mitchellville	\$234,377	\$6,000	\$65,820	\$306,197
Norwalk	\$930,123	\$160,991	\$156,655	\$1,247,769
Pleasant Hill	\$913,486	\$12,817	\$624,296	\$1,550,599
Polk City	\$355,412	\$175,869		\$531,281
Urbandale	\$4,103,461	\$1,705,411	\$16,093,263	\$21,902,135
Waukee	\$1,433,919	\$491,205	\$40,518,453	\$42,443,577
West Des Moines	\$5,898,095	\$1,538,957	\$37,300,209	\$44,737,261
Windsor Heights	\$505,355	\$124,559	\$683,707	\$1,313,621
<b>Totals</b>	<b>\$46,910,987</b>	<b>\$43,568,418</b>	<b>\$202,563,236</b>	<b>\$293,042,641</b>

Source: 2015 City Street Finance Report

**TABLE 7.8 Forecasted City Street Fund Revenue**

City Name	2015	2016	2017	2018	2019	2020
Altoona	\$1,760,793	\$1,831,225	\$1,904,474	\$1,980,653	\$2,059,879	\$2,142,274
Ankeny	\$31,410,582	\$32,667,005	\$33,973,685	\$35,332,633	\$36,745,938	\$38,215,776
Bondurant	\$681,985	\$709,264	\$737,635	\$767,140	\$797,826	\$829,739
Carlisle	\$4,707,771	\$4,896,082	\$5,091,925	\$5,295,602	\$5,507,426	\$5,727,723
Clive	\$8,810,512	\$9,162,932	\$9,529,450	\$9,910,628	\$10,307,053	\$10,719,335
Des Moines	\$91,013,683	\$94,654,230	\$98,440,400	\$102,378,016	\$106,473,136	\$110,732,062
Grimes	\$11,856,269	\$12,330,520	\$12,823,741	\$13,336,690	\$13,870,158	\$14,424,964
Johnston	\$28,768,606	\$29,919,350	\$31,116,124	\$32,360,769	\$33,655,200	\$35,001,408
Mitchellville	\$306,197	\$318,445	\$331,183	\$344,430	\$358,207	\$372,535
Norwalk	\$1,247,769	\$1,297,680	\$1,349,587	\$1,403,570	\$1,459,713	\$1,518,102
Pleasant Hill	\$1,550,599	\$1,612,623	\$1,677,128	\$1,744,213	\$1,813,982	\$1,886,541
Polk City	\$531,281	\$552,532	\$574,634	\$597,619	\$621,524	\$646,385
Urbandale	\$21,902,135	\$22,778,220	\$23,689,349	\$24,636,923	\$25,622,400	\$26,647,296
Waukee	\$42,443,577	\$44,141,320	\$45,906,973	\$47,743,252	\$49,652,982	\$51,639,101
West Des Moines	\$44,737,261	\$46,526,751	\$48,387,821	\$50,323,334	\$52,336,268	\$54,429,718
Windsor Heights	\$1,313,621	\$1,366,166	\$1,420,812	\$1,477,645	\$1,536,751	\$1,598,221
<b>Totals</b>	<b>\$293,042,641</b>	<b>\$304,764,347</b>	<b>\$316,954,921</b>	<b>\$329,633,117</b>	<b>\$342,818,442</b>	<b>\$356,531,180</b>

Source: 2015 City Street Finance Report

## Federal Transit Administration Projects

As with highway projects, legislation requires that all Federal and State transit projects be included in a fiscally constrained TIP. As the 5307 annual apportionment is the only guaranteed source of grant funds, DART actively seeks discretionary funding from a variety of sources, including the state Public Transit Equipment and Facilities Management System (PTMS) process and earmarks (State and Federal). Because these funds are the hardest to obtain, there is always uncertainty whether the projects will be implemented in the current year. Therefore, the TIP will periodically be revised if project funding is reduced or delayed. Tables 7.9 and 7.10 lists all funding sources for DART projects by FFY.

### Funding Sources

Federal and State funding account for the majority of all capital purchases and as a result, is critical to success. The following section outlines the general funding sources available to DART for FFY 2017-2020.

**TABLE 7.9 DART's Federal Funding Sources for FY 2017 - 2020**

Federal-Aid Funding Sources	2017		2018		2019		2020	
	Total Cost	Federal Aid	Total Cost	Federal Aid	Total Cost	Federal Aid	Total Cost	Federal Aid
5307	\$8,559,359	\$6,697,805	\$6,263,500	\$4,850,800	\$5,891,250	\$4,713,000	\$5,580,030	\$4,510,895
5309	\$0	\$0	\$0	\$0	\$25,000,000	\$20,000,000	\$0	\$0
5310	\$226,437	\$181,150	\$440,066	\$352,053	\$448,869	\$359,095	\$82,846	\$66,277
5311	\$34,898	\$17,449	\$35,596	\$17,798	\$36,308	\$18,154	\$37,034	\$18,517
5339	\$3,290,000	\$2,769,500	\$0	\$0	\$0	\$0	\$0	\$0
ICAAP	\$228,574	\$182,859	\$850,000	\$680,000	\$0	\$0	\$0	\$0
PTIG	\$215,000	\$0	\$850,000	\$0	\$0	\$0	\$0	\$0
<b>Totals</b>	<b>\$12,339,268</b>	<b>\$9,848,763</b>	<b>\$7,589,162</b>	<b>\$5,900,651</b>	<b>\$31,376,427</b>	<b>\$25,090,249</b>	<b>\$5,699,910</b>	<b>\$4,595,689</b>

**TABLE 7.10 DART's State Funding Sources for FY 2017 - 2020**

State-Aid Funding Sources	2016		2017		2018		2019	
	Total Cost	Federal Aid	Total Cost	Federal Aid	Total Cost	Federal Aid	Total Cost	Federal Aid
STP	\$1,661,654	\$1,354,400	\$2,509,000	\$2,076,000	\$3,130,000	\$2,598,000	\$4,343,000	\$3,618,000
STA	\$1,948,364	\$0	\$2,006,815	\$0	\$2,067,019	\$0	\$2,129,030	\$0
<b>Totals</b>	<b>\$3,610,018</b>	<b>\$1,354,400</b>	<b>\$4,515,815</b>	<b>\$2,076,000</b>	<b>\$5,197,019</b>	<b>\$2,598,000</b>	<b>\$6,472,030</b>	<b>\$3,618,000</b>

## CHAPTER EIGHT

# Public Participation

Title 23 of the CFR, Section 450.324, indicates that the Des Moines Area MPO shall provide all interested parties with a reasonable opportunity to comment on the proposed TIP as required by Section 450.316(a). The Des Moines Area MPO's *Public Participation Plan* maintains compliance with Section 450.316(a) by outlining the Des Moines Area MPO's public outreach requirements and efforts through three primary components: public meetings, publications, and maintenance of the Des Moines Area MPO's website, [www.dmampo.org](http://www.dmampo.org).

The Des Moines Area MPO holds a standard of a minimum public comment period of 45 calendar days and a minimum four-week advance public notice before the TIP is adopted by the Des Moines Area MPO. This standard also applies when holding public meetings for any TIP amendments. The Des Moines Area MPO will approve the TIP, and/or amendments to the TIP, following the completion of the public comment period. The Des Moines Area MPO works to hold public meetings at convenient and accessible locations and times. If a person is not able to attend a public meeting, information regarding the TIP and/or amendments to the TIP is available on the Des Moines Area MPO's website. In addition, all meetings of the Des Moines Area MPO TTC, Executive Committee, and Policy Committee are open to the public. Members of the public may request time on the Des Moines Area MPO's agendas to comment on specific subjects of interest to the representatives.

In the past the Des Moines Area MPO used to regularly publish a newsletter, which was designed to provide information on plans and programs, public discussions, whom to contact at the Des Moines Area MPO, and meeting schedules. However this newsletter is no longer in production. Today the MPO's website provides much of the information that was contained in the newsletter. Also, after MPO Policy Board meetings post-meeting summaries are sent out to stakeholders. Legal notices and meeting announcements regarding the adoption of the TIP and/or amendments to the TIP are published in *The Des Moines Register* and sent to the various news agencies within central Iowa a week before the scheduled public meeting.

The Des Moines Area MPO website, [www.dmampo.org](http://www.dmampo.org), contains Des Moines Area MPO news and information about upcoming events, Des Moines Area MPO members, staff, the organization of the Des Moines Area MPO, and employment opportunities. Meeting agendas and minutes are available,

as is a listing of committee representatives. The website features a library containing documents, maps, newsletters, and press releases. Additionally, educational opportunities related to Des Moines Area MPO activities are listed on the website. Des Moines Area MPO staff regularly updates the website in order to engage citizens.

Finally, the Des Moines Area MPO utilizes social media to engage the public and provide real-time updates. The MPO maintains social media pages including:

- Facebook – [www.facebook.com/dmampo](http://www.facebook.com/dmampo)
- LinkedIn – [www.linkedin.com/company/dmampo](http://www.linkedin.com/company/dmampo); and,
- Twitter, [www.twitter.com/dmampo](http://www.twitter.com/dmampo).

Social media also allows the Des Moines Area MPO to reach those citizens that might otherwise not become involved with the transportation planning process.

The Des Moines Area MPO accepts input and comments from the public through a variety of means. Members of the public may express their views, share their opinions, and ask questions regarding proposed amendments in three ways: 1) orally at a meeting; 2) in writing via forms available at a meeting; or, 3) by submitting written comments to the Des Moines Area MPO prior to the close of the given comment period. The Des Moines Area MPO will make a summary, analysis, or report on the disposition of comments made as part of the review of the TIP and/or amendments to the TIP and will notify the Des Moines Area MPO and TTC representatives of all TIP comments as part of the approved TIP. Two people attended the June 23, 2015, public input meeting but there were no comments pertinent to the FFY 2017-2020 TIP nor were there any subsequent written comments submitted to the Des Moines Area MPO before July 17, 2015.

# Appendix A

Federal regulations require documentation in addition to the project list prior to approval of the Des Moines Area MPO's FFY 2017-2020 TIP. All metropolitan planning organization transportation improvement programs must be accompanied by:

1. A resolution of adoption by the planning organization;
2. A self-certification of the metropolitan planning process; and,
3. A certification of the financial capacity analysis.

These resolutions and certifications can be found on the following pages.

# Appendix B

# Appendix C