


Des Moines Area MPO

Transit 2030 Vision Task Force
January 23, 2009

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Background on MPOs

- Metropolitan Planning Organizations
- Transportation policy-making organizations
- Comprised of local government representatives
- Urbanized areas over 50,000 population
- Required since 1960's

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Background on MPOs

- Short and long-range transportation planning
- Continuing, cooperative, and comprehensive planning process
- Approves projects for federal funding

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Reasons MPOs exist

- Scarce federal resources need to be allocated appropriately;
- The transportation system needs to be planned regionally;
- Transportation planning needs to comprehensively examine the regional transportation system's future; and,
- An MPO needs to facilitate collaboration between governments, transportation authorities, and the public in the planning process.

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What is the DMAMPO?


- Des Moines Area Metropolitan Planning Organization;
- Consists of 19 governments;
- 28E Organization; and,
- Maintains the powers and purposes to carry out transportation planning activities proposed for federal surface transportation funding for the regional transportation planning area.

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DMAMPO Location



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DMAMPO Structure

- Transportation Technical Committee
 - Makes recommendations to the Executive Committee
 - Composed of technical staff from member governments
- Executive Committee
 - Makes recommendations to the Transportation Policy Committee
 - Composed of 3 officers, 3 at-large member, 1 non-voting ex-officio, all belonging to the Transportation Policy Committee
- Transportation Policy Committee
 - Final approval of DMAMPO actions
 - Composed of representatives from member governments that include city councilors, mayors, county supervisors, city managers, and appointed citizens

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Structure of the DMAMPO

- Roundtables and working groups
 - Central Iowa Bicycle-Pedestrian Roundtable
 - Freight Roundtable
 - Transit Roundtable
 - Traffic Management Advisory Committee
 - Stakeholders Working Group
- Professional staff
 - Prepares documents and reports for DMAMPO Committees
 - Composed of professional staff trained in the various elements of community planning

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DMAMPO Funding

- The DMAMPO receives funding from:
 - Federal Highway Administration
 - Federal Transit Administration
 - Iowa Department of Transportation
 - Assessments from DMAMPO member governments.

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Transportation Planning

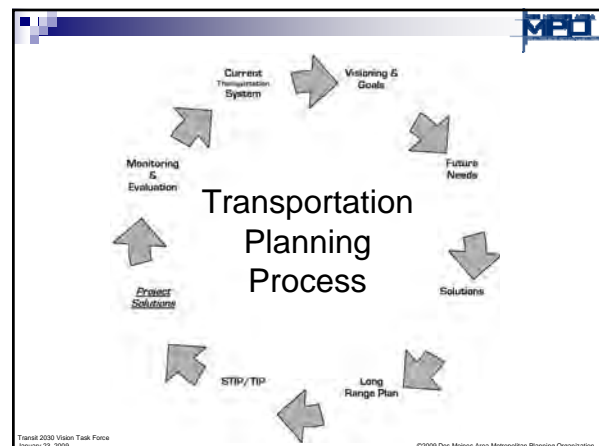
- Transportation planning is the process by which local governments identify the current condition of the existing transportation system and determine which policies, programs, projects, and activities are needed to preserve, protect, or enhance the numerous elements that make up a multi-modal transportation system.

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Transportation Planning

- The DMAMPO plans for a multi-mode transportation system:
 - Roadways;
 - Transit services;
 - Bicycle and pedestrian facilities;
 - Freight and goods movement;
 - Intelligent transportation systems (ITS); and,
 - Considers the surrounding natural and human environments.

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Transportation Planning

DMAMPO

- Identify short-range and long-range transportation planning needs;
- Analyze and evaluate transportation improvements;
- Estimate future traffic volumes;
- Inform the public of DMAMPO planning activities;
- Study the movement of traffic along major corridors; and,
- Conduct planning studies.

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Transportation Planning

Other Organizations

- Road/Bridge Design, Construction, and Repair - Local governments and state agencies;
- Transit Operations - Des Moines Area Regional Transit Authority and the Heart of Iowa Regional Transit Agency;
- Enforcement of Traffic Laws - Local governments and state agencies;
- Trail Construction and Maintenance - Local governments and state agencies; and,
- Land Use Planning and Zoning - Local governments.

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Current and Recent Projects

- *Horizon Year 2035 Long-Range Transportation Plan*
- Travel Time Survey and Vehicle Occupancy Survey
- *Passenger Transportation Development Plan*
- Ames - Des Moines commuting options

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Long-Range Transportation Plan

- *Year 2030 Long-Range Transportation Plan*
- Last approved December 2004
- Final approval of Horizon Year 2035 plan by September 2009

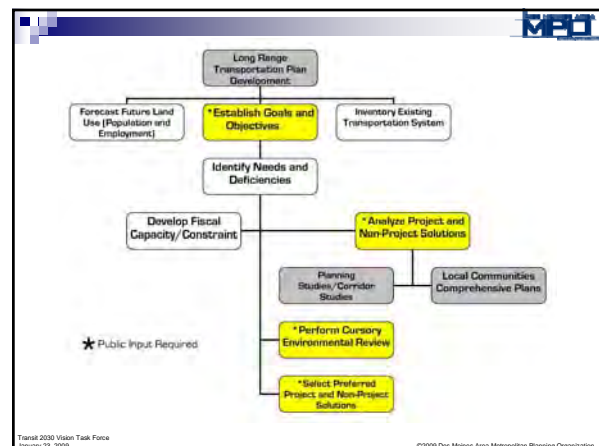


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Long-Range Transportation Plan

- Requirements of Long-Range Transportation Plan, according to 23 Code of Federal Regulation Part 450
 - At least 20 year Planning Horizon;
 - Long-range and short-range strategies/actions that lead to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods;
 - Must be updated every 5 years; and,
 - Include adequate opportunity for public official and citizen involvement in plan development before its final approval.

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Long-Range Transportation Plan

- **Timeline**
 - Inventory Existing Transportation System
 - Forecast Future Land Use Baseline
 - Establish Goals and Objectives
 - In process, anticipated completion of February 2009
 - Identify Needs and Deficiencies
 - In process, anticipated completion of March 2009
 - Fiscal Capacity/Constraint
 - Analyze and Identify Regions Preferred Alternatives
 - In process, anticipated completion of June 2009

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Long-Range Transportation Plan

- **Goals and Objectives**
 - Developed through public and roundtable input
 - Public comment meetings in February 2009
 - 12:00-1:30 PM and 7:00-8:30 PM on February 3, 2009, at West Des Moines Public Library
 - 12:00-1:30 PM on February 4, 2009 at Kirkendall Public Library, Ankeny
 - 12:00-1:30 PM and 7:00-8:30 PM on February 5, 2009, at Des Moines Central Library
 - 7:00-8:30 PM on February 10, 2009, at Kirkendall Public Library, Ankeny
 - Survey

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Travel Time Survey and Vehicle Occupancy Survey

- Conducted annually to measure Congestion Management System
- **Travel Time**
 - Measurement of actual speeds and travel times compared to posted speed limits and free-flow speeds during peak hours
- **Vehicle Occupancy**
 - Measures number of passengers per vehicle during peak hours

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Vehicle Occupancy Survey

- **October 2008 survey results**
 - AM**
 - 89% single occupant vehicles
 - 10% two occupant vehicles
 - 1% three or more occupant vehicles
 - 1.11 average occupants/vehicle
 - PM**
 - 83% single occupant vehicles
 - 15% two occupant vehicles
 - 2% three or more occupant vehicles
 - 1.19 average occupants/vehicle

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Passenger Transportation Development Plan

- Required public transportation-human service coordination plan
- Identifies transportation needs for traditionally transportation-challenged populations, i.e., elderly, low-income, persons with disabilities
- Recommends programs and strategies to address those needs through coordination among public, private, and non-profit providers

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Ames – Des Moines Commuting

- Transit Roundtable initiated
- Meeting in October 2008 among public transit agencies, MPOs, cities, and business community representatives from both metros
- Public transit agencies and DMAMPO pursuing efforts to study additional services

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