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Date August 3, 2020

RATIFICATION OF IOWA DEPARTMENT OF TRANSPORTATION (IDOT) STATE RECREATIONAL TRAILS FUNDING GRANT APPLICATION FOR NEAL SMITH TRAIL PHASE II REHABILITATION PROJECT

WHEREAS, the approximately 26 mile-long Neal Smith Multi-Use Recreational Trail was originally built in 1982 and all but a one mile section of the Trail has been updated to multi-use standards; and

WHEREAS, the Parks and Recreation Department has submitted an application to the IDOT for a State Recreation Trails (SRT) grant in the amount of \$450,000 to be applied towards the cost of updating such remaining one-mile Trail section; and

WHEREAS, the Trail section updating project includes a surface overlay, widening of the trail to ten feet, installation of an informational panel about the Neal Smith Trail, installation of an Urban PYRO Eco-Counter, bench pads for future benches, and removing invasive tree species; and

WHEREAS, the SRT grant application requires that the City Council provide certain endorsements of the City Council, including adequate maintenance of the Neal Smith Trail for 20 years and a guaranteed local match of at least 25% of the entire requested sum from the SRT funding program.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Des Moines, Iowa, that:

1. The above described Project is authorized and endorsed.
2. The grant application submitted by the Parks and Recreation Department to the Iowa Department of Transportation to seek State Recreation Trails financial assistance in the amount of \$450,000 is hereby ratified and the Parks and Recreation Department is authorized to have made such application on behalf of the City of Des Moines.
3. The City affirms its intention to provide funding for such Trail project in the amount of 25% of the amount of an SRT grant awarded for such Trail project.
4. If such SRT grant is awarded to the City, the City will adequately maintain the Neal Smith Trail so that it will be made available for its intended use to members of the public for 20 years from the date of acceptance of such Trail project improvements.

 **Roll Call Number**

Agenda Item Number

26

Date August 3, 2020

(Council Communication No. 20- **324**)

Moved by _____ to adopt.

Attachment: SRT grant application.

APPROVED AS TO FORM:

/s/ Ann DiDonato
 Ann DiDonato
 Assistant City Attorney

COUNCIL ACTION	YEAS	NAYS	PASS	ABSENT
COWNIE				
BOESEN				
GATTO				
GRAY				
MANDELBAUM				
VOSS				
WESTERGAARD				
TOTAL				
MOTION CARRIED			APPROVED	
_____ Mayor				

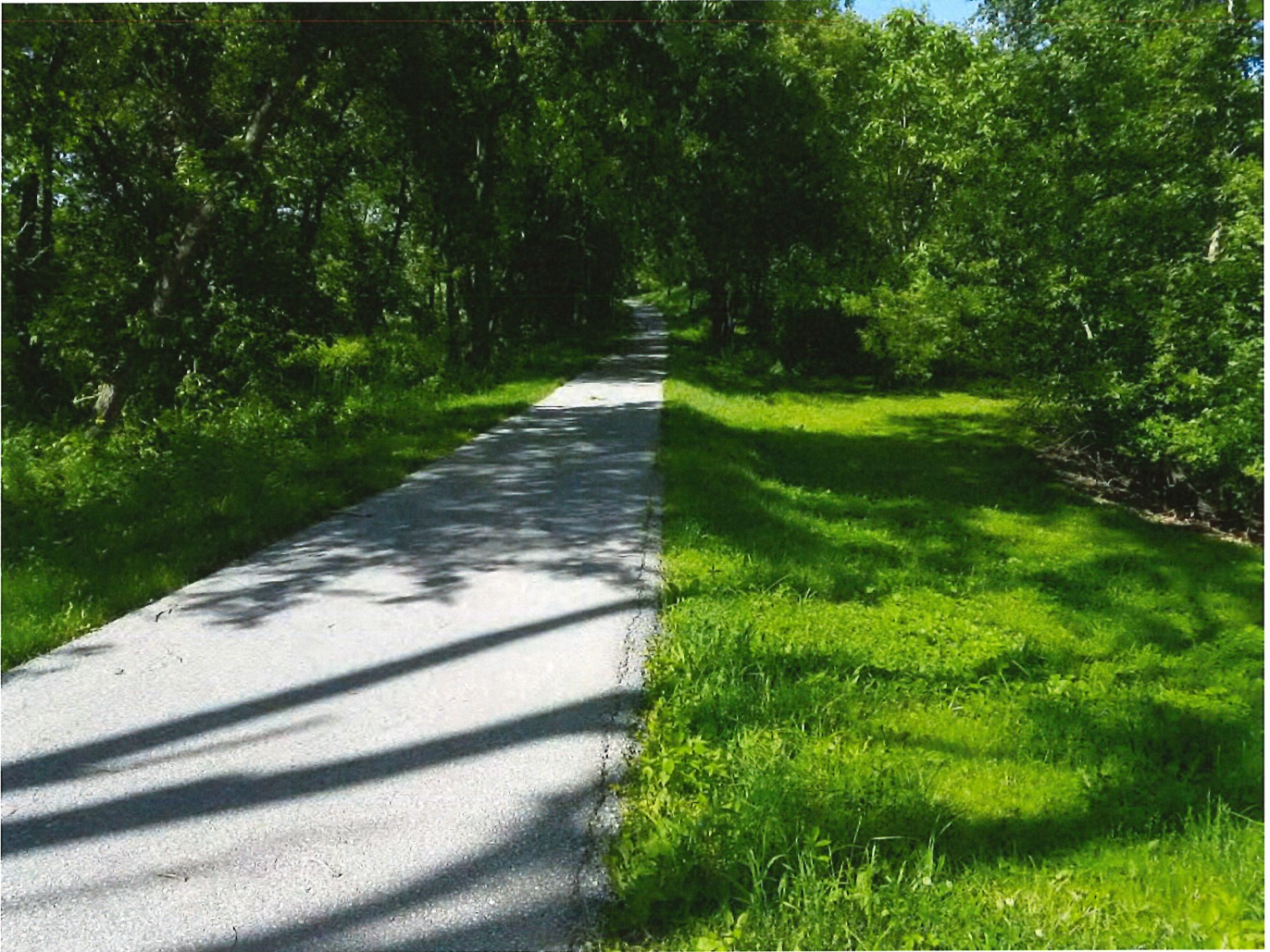
CERTIFICATE

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

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

_____ City Clerk

NEAL SMITH TRAIL REHABILITATION PHASE II PROJECT



APPLICATION FOR
IOWA STATE RECREATIONAL TRAILS PROGRAM
JULY, 1 2020

PREPARED BY DEREK HANSEN, PARK PLANNER I





APPLICATION FORM FOR IOWA STATE RECREATIONAL TRAILS (SRT) PROGRAM FUNDS

General Information

Eligible Sponsor/ Applicant Agency: City of Des Moines Parks and Recreation Department

Contact Person (Name and Title): Derek Hansen, Park Planner I

Street Address and/ or P.O. Box Number: 400 Robert D. Ray Dr

City: Des Moines State: Iowa ZIP Code: 50309

Phone Number: 763-954-1358 E-mail: dwhansen@dm.gov.org

If more than one Agency or Organization is involved in this project, please state the name, contact person, mailing address, and telephone number of the second Agency. (Attach an additional page if more than two agencies are involved.)

Applicant Agency: N/A

Contact Person (Name and Title): N/A

Street Address and/ or P.O. Box number: N/A

City: N/A State: N/A ZIP Code: N/A

Phone Number: N/A E-mail: N/A

Project Information

Project Title: Neal Smith Trail Rehabilitation Phase II

Project Description (Provide summary details of only the project scope that is the subject of the funding request. Do not provide details of completed or future phases of a larger project.)

The Neal Smith Rehabilitation Phase II Project will be widening an existing 8-foot wide trail alignment to a 10-foot wide trail with 6-foot turf mow breaks on both sides. This project will include the following: rehabilitation of trail surface, installation of informational signage, invasive species removal, installation of trail counter, installation of rest/viewsheds areas. The budget for this project is \$900,000.00 and is planned to be completed by the fall of 2022. The city of Des Moines is requesting \$450,000.00 from the SRT Program for the construction of this trail section.

If this project includes construction of a trail, what is the length of the trail in miles?: 1 mile

If this project includes land acquisition, how many acres?: 0.22

Will this project be open to the public?: Yes No

Do you intend to charge a fee to users?: Yes No If yes, how much will the fee be and how will the revenue be used?

N/A

Estimated Project Costs

Provide summary details of only the project scope that is the subject of the funding request. Do not provide details of completed or future phases of a larger project.

Right of Way Acquisition Cost: \$20,000.00

Preliminary Design/Engineering Cost: \$25,000.00

Utility Relocation Cost: \$0.00

Construction Engineering Cost: \$60,000.00

Construction Cost: \$795,000.00

Other (please specify) N/A \$0.00

Total Cost \$900,000.00

SRT Program Funding Request: \$450,000.00

Applicant Match (25 percent minimum): \$450,000.00

	Applicant Match Source	Amount	Assured or Anticipated	Date Anticipated
1.	Capital Improvement Program (CIP)	\$450,000.00	Assured	July 01, 2019
2.				
3.				

Are any state funds involved in this project? Yes No

If yes, please explain the source and conditions.

N/A

Are any other federal funds involved in this project? Yes No

If yes, please explain the source and conditions.

N/A

Estimated Project Development Schedule

Design	Start date	April 01, 2020	Completion date	August 31, 2020
Land acquisition	Start date	April 01, 2020	Completion date	March 31, 2021
Construction	Start date	June 01, 2021	Completion date	May 31, 2022

Has any part of this project been started? Yes No

If yes, please explain.

Neal Smith Trail Rehabilitation Phase II has already begun the design phase and the construction documentation is roughly 30% complete. If awarded, The City of Des Moines does not intend to use any SRT funding for pre-construction costs.

Documentation and Narrative Information

The following documents and narratives must be submitted with this application. In the upper right corner of each document or narrative write the corresponding letter shown below.

- A. A narrative **PROJECT DESCRIPTION**. Provide a clear description of the concept of the proposed project that is no more than 1 page in length. Include such information as project termini, existing site conditions, trail length, number/acreage of parcels to be acquired, general construction activities planned, etc. Remember to provide summary details of only the project scope that is the subject of the funding request. Do not provide details of completed or future phases of a project.
- B. Narrative responses to the **PROGRAM SCORING CRITERIA**. Please address each of the items below. Include the question in bold as listed below before each response. Limit the total length of all eight (8) responses to five (5) pages. Again, please remember to provide summary details of only the project scope that is the subject of the funding request. Do not provide details of completed or future phases of a project in these responses.
- 1. Define the need for the project in terms of the population to be served and existing trails in the area. (25 points)** Provide information to address why the project is needed. For example, does the project complete an extension of an existing trail to a destination, fill a gap of a key trail segment, provide access to an unserved area or population, etc.?
 - 2. Describe the compatibility with local, area-wide, regional or statewide plans. (15 points)** Discuss whether the project is included in and/or consistent with local, area, regional, or statewide trail, recreation, or transportation plans.
 - 3. Describe the benefits of multiple uses and recreational opportunities. (20 points)** Address how the trail may be used by multiple user groups such as pedestrians, bikers, motorized uses, etc. particularly if this trail will address an un-met need in the area for any particular user groups.
 - 4. Define the quality of the site. (25 points)** Discuss any safety, environmental, or design considerations or issues and how your project will address these challenges. Keep in mind ALL projects will be expected to meet state and federal requirements including ADA compliance. See Chapter 12 of the Iowa DOT Design Manual <https://iowadot.gov/design/design-manual> for assistance on designing pedestrian and bicycle facilities.
 - 5. Describe the economic benefits to the local area. (10 points)** Discuss how the project will assist the economic conditions of the area by increasing the quality of life, retaining businesses/residents, attracting business/residents, attracting day tourists, and overnight visitors.
 - 6. Describe any special facilities for disabled users. (5 points)** The project will be required to be ADA compliant. Beyond ADA compliance, are there any additional features that will provide improved access points or parking for disabled users?
 - 7. Project "shovel readiness." (25 points)** Awarded projects will be expected to be complete within two (2) years. Discuss how this schedule will be met such as steps already completed, funds fully secured, experience completing similar projects on-schedule, etc.
 - 8. Local funding for the project. (5 points)** Funding sources were identified on page 2 of the application form. Points are awarded for requesting LESS than the maximum request of 75% of total project costs and demonstrating that all project funds (less the request) needed to complete the project are secured. Please discuss any additional information related to the availability of non-SRT funds.

- C. A **DETAILED MAP** identifying the location of the project. The project scope should be clear and the map may also include other important information referred to in the narrative such as important transportation linkages, clearly marked completed or future project phases, etc. More than one map may be submitted if the scope of the project is such that the desired detail is not feasible to be included on just one map. If the map is unclear, incomplete, or reviewers can't understand the map, your application will likely not score well. **Limit map sizes to no larger than 8.5-by-11-inches.**
- D. A **SKETCH PLAN** of the project, including cross section for bicycle or pedestrian facilities. If the cross section of your facility varies across the project (width, number of lanes, etc.) include a cross section for each situation and identify its location. (Required for construction projects only.)
- E. **DIGITAL PHOTOGRAPHS (limit to five)** that will help to explain the existing site conditions of the proposed facility. It is not necessary to include photographs of all aspects or the entire route of a project. Photos submitted should be representative of the project as a whole or should support any particularly compelling or complex description included in the narrative provided in item A above.
- F. An **ITEMIZED BREAKDOWN** of the total project costs. This documentation does not need to be a detailed, line-item type estimate or formal engineer's opinion of probable cost. However, it must accomplish two objectives: 1) it must show the method by which the cost estimate was prepared; and 2) it must enable a reviewer to determine if the cost estimate is reasonable. The manner in which these objectives are achieved may vary widely depending on the type, scope, and complexity of the project. Absent a fully itemized list of costs, some general guidelines for possible methods of estimating each type of project cost are provided on Attachment A.
- G. An estimated **TIME SCHEDULE** for the total project development. Projects will be required to be completed within two years of funds being awarded to the project. Upon award and execution of a project funding agreement, projects that fail to make satisfactory progress may be terminated by the Iowa Department of Transportation.
- H. An **OFFICIAL ENDORSEMENT** of the project from the authority to be responsible for the project's maintenance and operation. The authority must provide written assurance it will adequately maintain the completed project for its intended public use following project completion. For most construction projects, this will be a minimum of 20 years. The endorsement must also acknowledge the intent of the authority to provide the match funds required for the project. For cities, counties, or other political subdivisions, this should be in the form of a fully executed resolution by the elected body or board, as applicable.
- J. A **NARRATIVE** discussing the public input process that was followed and the extent to which adjacent property owners and others have been informed of the proposed project and an assessment of their acceptance. As part of this narrative, also describe local and regional planning efforts related to the project, including whether it is listed in a long-range plan. Also include discussion of any partnerships among local organizations and stakeholders that this project may help to facilitate or how these entities or individuals have contributed to the development of the project concept or have committed financial or other support to the project.
- K. A **LETTER OF SUPPORT** from the Iowa DOT's district office if the project will include construction within Iowa DOT right of way.
- L. A completed **MINORITY IMPACT STATEMENT**.

The award of State Recreational Trails program funds; any subsequent funding or letting of contracts for design, construction, reconstruction, improvement, or maintenance; or the furnishing of materials for this project shall not involve direct or indirect interest, prohibited by Iowa Code 314.2, 362.5, or 331.342, of any state, county, or city official, elective or appointive. Any award of funding or any letting of a contract in violation of the foregoing provisions shall invalidate the award of funding and authorize a complete recovery of any funds previously disbursed.

Certification

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by the participating local authority. I understand that the attached official endorsement(s) binds the participating authority to assume responsibility for adequate maintenance of any new or improved facilities.

I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa DOT is required prior to the authorization of funds.

Representing the City of Des Moines



Signature

Derek Hansen Park Planner 1

Typed Name and Title

INDEX OF EXIBITS

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APPENDICES

Appendix A	Letter of Support- Neighborhood Association
Appendix B	Letter of Support- Invest DSM
Appendix C	Letter of Support- Senator Janet Petersen
Appendix D	Letter of Support- Representative Ako Abdul-Samad

NEAL SMITH- PROJECT DESCRIPTION

SECTION A

A narrative PROJECT DESCRIPTION. Provide a clear description of the concept of the proposed project that is no more than 1 page in length. Include such information as project termini, existing site conditions, trail length, number/acreage of parcels to be acquired, general construction activities planned, etc. Remember to provide summary details of only the project scope that is the subject of the funding request. Do not provide details of completed or future phases of a project.

The one-mile of trail subject to rehabilitation is currently 8-foot wide trail section between the northern termini, Saylor Creek pedestrian Bridge, and the south termini, Euclid Avenue/Highway 6, in the City of Des Moines. This multi-use trail generally runs north-south along the Des Moines River. The trail surface is in terrible condition from tree root growth and decades of use, creating hazardous conditions for trail users. Trees and vegetation have become over grown encroaching the trail corridor and threatening the shoulder clear zones in the Neal Smith Trail corridor. This project will widen the trail to 10-feet and resurface this approximate one-mile segment with a 2" asphalt overlay. This project will also add 6-foot turf mow breaks to both sides of the trail to improve safety for trail users and maintenance accessibility.

This project will need acquisition or permanent/temporary easement for two properties to the north of city limits right before the Saylor Creek pedestrian bridge. One property is owned by Union Pacific Railroad which has an approximate trail length of 62 linear feet. The other property is owned by the Iowa Department of Natural Resources (IDNR) which has an approximate trail length of 254 linear feet. The City of Des Moines is exploring easement agreements with the Iowa Department of Natural Resources (IDNR) and will also look at the Union Pacific Railroads property for the completion of this project's north termini.

To achieve a 10-foot wide trail with 6-foot wide turf mow breaks, approximately 400 LF of the existing multi-use trail alignment will be realigned onto an existing nearby gravel access road. The rest of this one-mile stretch is already an existing alignment that can achieve our project criteria, so there will be minimal earthwork to achieve this projects goals.

With the widening of this section of the Neal Smith Trail, we will also be looking at removing invasive tree species from the Des Moines River riparian corridor and saving culturally important and native trees from being removed for the widening efforts. As we work through our design the city will hand pick what trees will get removed and what trees will stay to improve the overall health of the Des Moines River riparian zone.

This project will include the hard surfacing of key resting areas for viewsheds and relaxation along this section of trail. Resting areas play a vital role for a variety of different reasons including viewsheds of natural resources, birdwatching, resting points for those users with impairments and more.

This project is to include an URBAN-PYRO Eco-Counter to help facilitate future trail needs and funding for the Neal Smith Trail. The counter provides important, vital, and accurate information that is vital to understanding our trail system. This will also allow the city to understand how certain events such as rainy days or marathons can affect trail usage. This project will also be updating informational signage about the trail and the Ding-Darling Greenway to accomplish two goals. One, to inform trail users of the sheer expansion of the Des Moines Trail System. Two, to inform trail users of the importance and history of the Neal Smith Trail and the Ding Darling Greenway. Both goals have important values to help facilitate the importance of multi-use trails in Iowa and helps to encourage new trail users to experience all trails and natural resources in Iowa.

NEAL SMITH- PROGRAM SCORING

SECTION B

Narrative responses to the PROGRAM SCORING CRITERIA. Please address each of the items below. Include the question in bold as listed below before each response. Limit the total length of all eight (8) responses to five (5) pages. Again, please remember to provide summary details of only the project scope that is the subject of the funding request. Do not provide details of completed or future phases of a project in these responses

1. Define the need for the project in terms of the population to be served and existing trails in the area. (25 points) Provide information to address why the project is needed. For example, does the project complete an extension of an existing trail to a destination, fill a gap of a key trail segment, provide access to an unserved area or population, etc.?

The Neal Smith Trail provides access from Des Moines to Saylorville Lake, which is federally owned reservoir and a popular recreation area managed by the Army Corps of Engineers. According to the Army Corps of Engineers, there were over 1.2 million visitors to Saylorville Lake in 2012. The Neal Smith Trail plays a vital role in visitations to and from Des Moines and Saylorville Lake by providing multi-use paved trail access. Over the last three years, the City has conducted trail use counts on the Neal Smith Trail as a part of the *National Bike and Pedestrian Documentation Project* which resulted in an estimated average of 335,000 to 340,000 trips per year on this trail.

Due to the Neal Smith Trail's status as the north-south spine for the Central Iowa Trail Network and its geographically central location, the trail is essential to the overall multi-use trail network for the entire Des Moines metro region and beyond. As a statewide significance and a National Recreation Trail, the population served by this route is truly the entire Central Iowa region.

According to *The Trust for Public Land's*, within a 10min walking area, this segment of the Neal Smith Trail will help continue to serve a total population of 2,483 residents which 74% are low-moderate income. The updates to amenities and the trail will help continue to serve this population with a walkable amenity that allows for outdoor recreational use and activity.

The Neal Smith Trail is a great resource for alternative modes of transportation. Bicycling has widely been adopted as a very attainable and affordable mode of transportation for all Iowans. The Neal Smith Trail has numerous on-street and trail connections which enable the trail to be used as a portion of a commuter route in addition to recreational and fitness use. The Neal Smith Trail serves as a viable bicycle commuting option which captures riders between downtown and points north all the way to Big Creek State Park.

The Neal Smith Rehabilitation Phase II Project will be the final gap in the City of Des Moines section of the Neal Smith Trail updated to a 10-foot wide trail with standardized mow breaks. This project is needed to continue to serve all trail user groups and update this trail segments safety and standards.

2. Describe the compatibility with local, area-wide, regional or statewide plans. (15 points) Discuss whether the project is included in and/or consistent with local, area, regional, or statewide trail, recreation, or transportation plans.

The Neal Smith Rehabilitation Phase II Project follows many guidelines and plans set out by others.

- Outdoor Recreation in Iowa Plan (2018 SCORP)
 - The Neal Smith Trail plays an important role in following the SCORP plan priorities one, two, and three by developing and implementing rehabilitation for a key trail corridor

segment for all Iowans by having information available online and creating a unique experience with the City of Des Moines Natural Resources and Parks.

- Available information online on the City of Des Moines Website and trail map
 - Benefiting all Iowans by increasing safety standards on the trail and improving the trail profile.
 - Continuing to improve our natural resources and advertising local and statewide involvement with the project.
- Iowa DOT Statewide Bicycle-Pedestrian Master Plan
 - The City of Des Moines fully supports the Iowa DOT Statewide Bicycle-Pedestrian Master Plan and follows many of their recommendations and goals in our own local plans and the development/implementation of current and future trail segments in the city.
 - The city follows the guidelines for Safety and standards set by SUDAS and the Iowa DOT
 - Safety is our number one concern and that comes through our thoughtful design and care for our trail system
 - This plan builds upon the *State Transportation Plan, Iowa in motion 2045* which identifies comprehensive transportation objectives as well as specific needs and recommendations for non-motorized transportation.
 - Polk County Conservation 5-year REAP Plan 2020-2022
 - By focusing on recreation and leisure opportunities for residences the Neal Smith Rehabilitation Phase II Project will continue to enhance the quality of life for current and future residence and visitors by updating current conditions and introducing new amenities to this trail segment.
 - Focus Area B – Enhancement and Development

3. Describe the benefits of multiple uses and recreational opportunities. (20 points) Address how the trail may be used by multiple user groups such as pedestrians, bikers, motorized uses, etc. particularly if this trail will address an un-met need in the area for any particular user groups.

The multi-use trail is open to non-motorized users to ensure the safety of all trail users such as bicyclists, walkers, joggers, birdwatchers, nature lovers, and in-line skaters. There are no fees or special equipment required for use of the trail; they are open to everyone regardless of race, economic status, age, or ability.

The Neal Smith Trail is very different from other segments in Des Moines' trail system. This trail's alignment is not an on-street facility and is not following an existing rail line. This trail offers a truly unique experience for all users along the Des Moines River riparian corridor. By including resting areas along this segment, the trail becomes more than just a commuter route or a facility for outdoor fitness. By creating points of interest, the trail becomes an amenity at the local level for our population. The City of Des Moines continues to look at ways of encouraging and including all Iowans to use our public multi-use trails, so people can connect with the natural resources Iowa has to offer. These resting areas will show viewsheds of the Des Moines River and its riparian zone. They also offer a relaxation point for trail

users. These resting areas become vital for outdoor education classrooms and offer an area for activities like birdwatching.

Informational signage improvements to this section of the Neal Smith Trail will encourage new trail users to explore the Central Iowa Trail system and inform them of the sheer size of the trail system that currently exists. The information panels will inform users of the importance and history of the Neal Smith Trail. The city intends these panels to create connection with trail users to advocate for future development of our trail system. Improving the information readily available about our trail system will also improve user's navigation of the system.

Along with the trail mill and overlay, this project will see enhancements from other ongoing city projects for better trail experiences and navigation efforts. The City of Des Moines will be installing brand new E-911 markers that have vital information for emergency responses on the trail and can be used as a navigation device for distance and location accuracy along our trail system. The City of Des Moines along with the Friends of Des Moines Parks are looking into developing trail graphic identities for a select series of trails in our system. The Neal Smith is one of those trails. Graphic identities can offer as a great way for trail users to connect to the multi-use trails that the City of Des Moines has to offer.

4. *Define the quality of the site. (25 points) Discuss any safety, environmental, or design considerations or issues and how your project will address these challenges. Keep in mind ALL projects will be expected to meet state and federal requirements including ADA compliance. See Chapter 12 of the Iowa DOT Design Manual <https://iowadot.gov/design/design-manual> for assistance on designing pedestrian and bicycle facilities.*

Because this is a renovation project, the impact to the surrounding environment will be minimal; however, this project also includes the removal of invasive tree species to improve the overall health and quality of the trail corridor. Erosion control and tree protection measures will be used during construction. This multi-use trail benefits a variety of users by passing through a scenic wooded area and bringing them closer to Iowa's natural resources. This trail and the adjoining 260 acres of greenway provide a hands-on environmental experience and classroom for all ages. The Neal Smith Trail follows the natural riparian pathway of the Des Moines River, leading people into and connecting them with this resource rich environment.

This multi-use trail segment is currently narrower than some other portions of the Neal Smith Trail, and the surface is hazardous due to tree roots, cracking and deterioration. The safety of the trail will be improved by widening the trail to 10-feet, which will allow for multi-use trail users to pass each other with buffer space. This is particularly important for passing other trail users. The project will also be improving the trails profile by resurfacing, which will make for a smoother ride and allow bicyclists to ride without swerving to avoid bumps.

The multi-use trail has a small section that is parallel to an access road that is used by city staff to access the adjacent property to the east. This section of the trail, approximately 400 LF of existing trail alignment will not allow for a 10-foot wide trail with 6-foot wide turf mow breaks. Part of this project will be realigning this part of the trail onto the access road to meet the project standards. This section will also require the replacement of an existing fence line with a new fence to deter trail users from trespassing on the adjacent property to the east. There will be gates that only allow city staff and vehicles to access the adjacent property and become a new point of access for trail maintenance and upkeep by city staff.

5. Describe the economic benefits to the local area. (10 points) Discuss how the project will assist the economic conditions of the area by increasing the quality of life, retaining businesses/residents, attracting business/residents, attracting day tourists, and overnight visitors.

In addition to facilitating trips to Saylorville Lake, the Neal Smith Trail draws visitors into downtown Des Moines. The attraction of visitors to Des Moines trails and parks impacts the economy as visitors utilize overnight accommodations, restaurants, gas stations, and special points of interest and entertainment. In the metro area, restaurants and bars have self-located along trails to attract cyclists and other trail users to their establishments.

Des Moines' multi-use trails are frequently used for running races, bicycling events, fundraising walks, school P.E. classes and field trips, biathlons, and triathlons. Renovation and widening of the Neal Smith Trail will enhance these activities and ensure that it is available in the future for such special events. For example, the annual 20-kilometer Dam to Dam running race from Saylorville Dam to the Center Street Dam in downtown Des Moines uses a portion of the Neal Smith Trail for its race route and attracts nearly 8,000 participants. Many people come from out-of-town to attend these special events and spend money at hotels, restaurants, local stores and gas stations.

The Neal Smith Trail is part of the non-motorized American Discovery Trail (ADT), a coast-to-coast tourist destination that stretches over 6,800 miles and across 15 states. Linking communities, cities, parks, and wilderness, the ADT allows users to bike or hike for an afternoon or a cross-country adventure.

The Neal Smith Trail Rehabilitation Phase II Project will also update this multi-use trail segment to facilitate better access to the anticipated and upcoming Water Trail Projects, like the Birdland Park and Marina Improvements, and Park and Recreation facilities, like the Riverview Park music venue when completed. The City intends to see increased number of users of the Neal Smith Trail after these projects have been completed.

6. Describe any special facilities for disabled users. (5 points) The project will be required to be ADA compliant. Beyond ADA compliance, are there any additional features that will provide improved access points or parking for disabled users?

This multi-use trail, like all of the City's paved trails, will be reconstructed in compliance with the Americans with Disabilities Act (ADA) and Iowa Statewide Urban Design and Specifications (SUDAS) standards to enable use by persons with impairment. The current narrow width and bumpy surface makes riding difficult and uncomfortable for individuals with mobility impairment to access this portion of the Neal Smith Trail and greenway.

Another benefit of ADA-compliant multi-use trail is that they create an easier path for people with duty or care or companion animals, parents to push strollers or cyclists to pull child trailers, and therefore create a family-friendly activity.

7. Project "shovel readiness." (25 points) Awarded projects will be expected to be complete within two (2) years. Discuss how this schedule will be met such as steps already completed, funds fully secured, experience completing similar projects on-schedule, etc.

The Neal Smith Rehabilitation Phase II project has already begun engineering services and will likely continue on through the year. Most if not all design work is intended to be finished by the end of this

summer. Due to constraints and recent events, SRT funding is not expected until the following year. However, this project will not be delayed if awarded this year's July SRT Funding. Construction will start and be completed within 2 years if the city is guaranteed SRT funding by being one of the awarded applicants for this year's application in July.

8. Local funding for the project. (5 points) Funding sources were identified on page 2 of the application form. Points are awarded for requesting LESS than the maximum request of 75% of total project costs and demonstrating that all project funds (less the request) needed to complete the project are secured. Please discuss any additional information related to the availability of non-SRT funds.

Capital Improvement Program (CIP) is a set of funding the City of Des Moines acquires through items such as city bonds and federal funding to improve city infrastructure and public amenities. The funding for Neal Smith Rehabilitation Phase II is already secured in the City of Des Moines Fiscal Year (FY) 2019 CIP Multi-Use Trail. CIP and a full funding award would constitute a 50% -50% match for SRT Funding.

**Park Improvements
Multi-Use Trails
2019-20/2024-25 Capital Improvements Program**

Chart of Accounts	C040PK99 PK045	Cost for Plan Period	4,350,000
Department Responsible:	Park and Recreation	Cost Beyond Six-year Period	—
General Category:	Recreation/Culture - New/Expansion, Repair & Rehab	Committed 06-30-2018:	375,874
Relationship to Strategic Plan:	Great Neighborhoods, Opportunities for Leisure PlanDSM Pages 54-59	Estimated Useful Life (years)	20
Ward(s):	1,2,3,4	Start Date:	Ongoing
Neighborhood(s):	N/A	End Date:	Ongoing

	TOTAL	PRIOR YEARS	BUDGET		PLAN YEARS				
			2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25
Beginning Balance	—	—	1,326,798	850,000	—	—	—	—	—
Revenues:									
G.O. Bonds Issued	14,288,048	13,488,048	800,000	—	—	—	—	—	—
G.O. Bonds to Be Issued	2,900,000	—	—	200,000	600,000	700,000	1,000,000	200,000	200,000
Other	706,490	402,048	54,442	250,000	—	—	—	—	—
Federal	5,148,830	5,148,830	—	—	—	—	—	—	—
Federal - Pending	—	—	—	—	—	—	—	—	—
State	3,433,552	1,533,552	—	250,000	—	300,000	1,350,000	—	—
Storm Water Utility Fund	95,020	95,020	—	—	—	—	—	—	—
Polk County	25,000	25,000	—	—	—	—	—	—	—
Tax Increment Bonds Issued	374,675	374,675	—	—	—	—	—	—	—
Total Revenue	26,971,615	21,067,173	854,442	700,000	600,000	1,000,000	2,350,000	200,000	200,000
Transfers In (Out):									
PK183 - DM Regional Trail Ph	(725,000)	(200,000)	(525,000)	—	—	—	—	—	—
Total Transfers	(725,000)	(200,000)	(525,000)	—	—	—	—	—	—
Expenditures	26,246,615	19,540,375	806,240	1,550,000	600,000	1,000,000	2,350,000	200,000	200,000
Ending Cash Balance		1,326,798	850,000	—	—	—	—	—	—
Change in Expend. (Prev. Yr.)	(723,317)	(679,557)	(1,193,760)	(300,000)	(50,000)	250,000	1,600,000	(550,000)	n/a

Description: This project provides for planning, design, development, repair and replacement related to the Des Moines multi-use trail system. The City currently has 63 miles of paved, multi-use trails, 11 trail bridges, over 18 miles of soft surface nature and mountain biking trail, and a designated water trail on the Des Moines River. Planned improvements include: \$100,000+/year for surface maintenance and other improvements. FY2019 – Trestle to Trestle Trail repairs - \$550,000; **FY2020 - Neal Smith Trail - Phase 2 - \$450,000**; FY2021 - J.P. Dorrian Trail Repairs – MLK to Crivaro Park - \$425,000; Raccoon River Trail - \$500,000. The Carniste Trail Connection is preliminarily planned for FY2022-FY2023 - \$2.4 million.

Justification: The 2015 “Community Attitude and Interest Survey” asked residents to rank their needs of various parks and recreation facilities. Results showed that recreational trails were overwhelmingly the most highly-used, needed, supported, and highly-requested facility. Continued funding is necessary

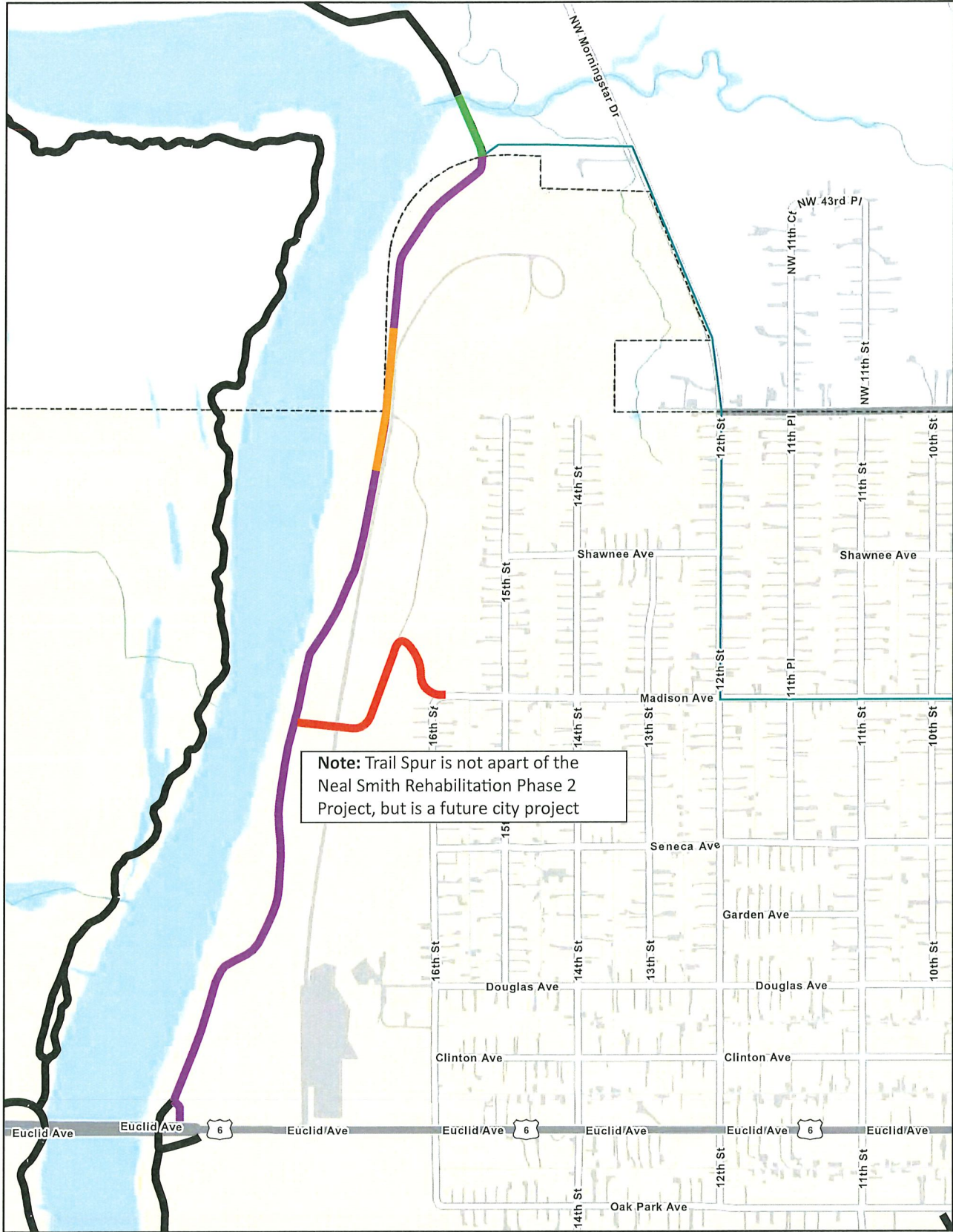
Explanation of Change in Expenditures: This project has not changed significantly from last year's CIP.

Operating Budget Effect: None of the proposed projects are anticipated to have a significant impact on the operating budget.




WORKPLAN	FY 2019	FY 2019	FY 2019	FY 2019	FY 2020	FY 2020	FY 2020	FY 2020	FY 2021
	Jul-Sep 18	Oct-Dec 18	Jan-Mar 19	Apr-Jun 19	Jul-Sep 19	Oct-Dec 19	Jan-Mar 20	Apr-Jun 20	Jul-Sep 20
Trestle to Trestle Trail	Design; Plans, Specs	Design; Plans, Specs/Awar	Construction	Construction	Construction	Construction	—	—	—
Neal Smith Trail - Phase 2	—	—	—	—	Design; Plans, Specs	Design; Plans, Specs	Design; Plans, Specs	Design; Plans, Specs/Awar	Construction


Neal Smith Trail Rehabilitation Project Phase II SECTION C.




Legend

- Neal Smith Trail Rehabilitation Project Phase II
- Trail, Existing
- Realignment Section
- Non-City of Des Moines Jurisdiction
- Proposed Trail Spur Alignment


 CITY OF DES MOINES
 PARKS AND RECREATION
 Date Produced 06/19/2020





NEAL SMITH REGIONAL CONTEXT- DETAIL MAP

SECTION C.



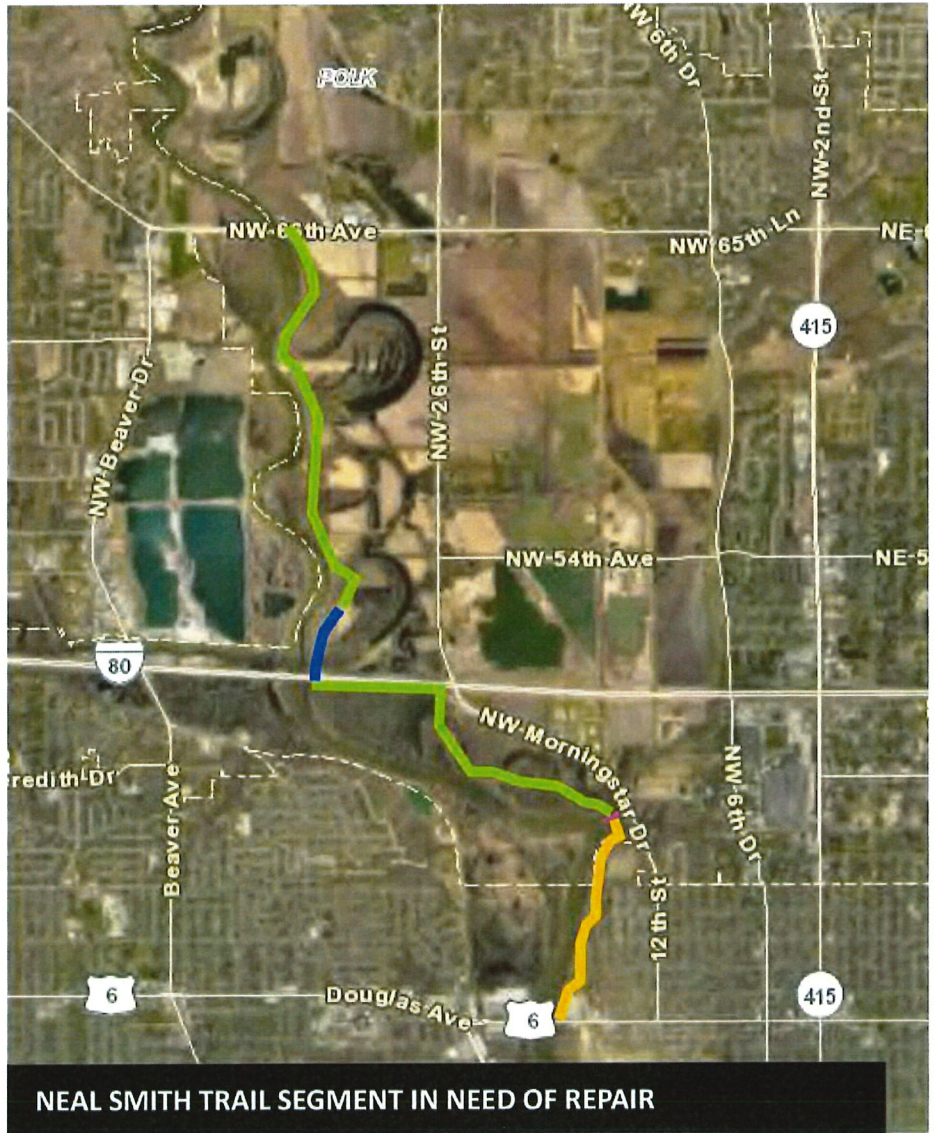
PEDESTRIAN BRIDGE JUST NORTH OF CITY LIMITS

Below is a regional map showing the area of the Neal Smith Trail that is in need of repair. The small map to the left shows the small section of trail that the City of Des Moines intends to include in the Neal Smith Trail Rehabilitation Phase II Project.

Those two sections are owned by Union Pacific Railroad and the Iowa Department of Natural Resources (IDNR).



DES MOINES NEAL SMITH PHASE II



NEAL SMITH TRAIL SEGMENT IN NEED OF REPAIR

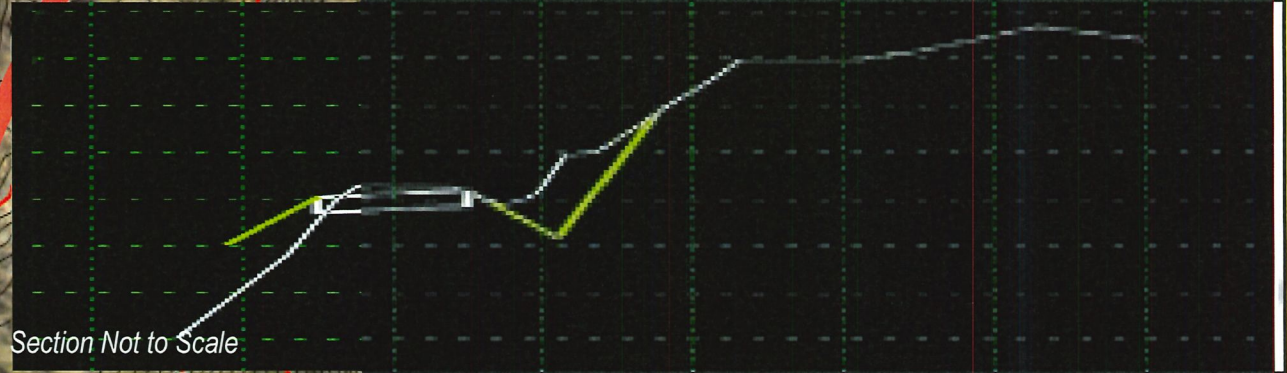
NEAL SMITH JURISDICTION AND LENGTH OF TRAIL SEGMENT

- Des Moines Jurisdiction
Approx Length: **0.94 Miles**
- Union Pacific Railroad Jurisdiction
Approx Length: **62 Linear Feet**
- Iowa DNR Jurisdiction
Approx Length: **3.92 Miles**
- (USA) IOWA DOT jurisdiction
Approx Length: **0.37 Miles**







NEAL SMITH TRAIL PHASE II
Section Analysis-Section 135



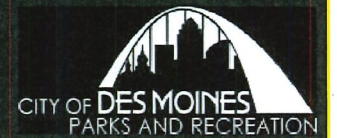
Section 135 shows another example with the current Neal Smith Trail alignment it is nearly impossible to have a 10-foot wide paved trail with 6-foot wide turf mow breaks on either side of the trail.

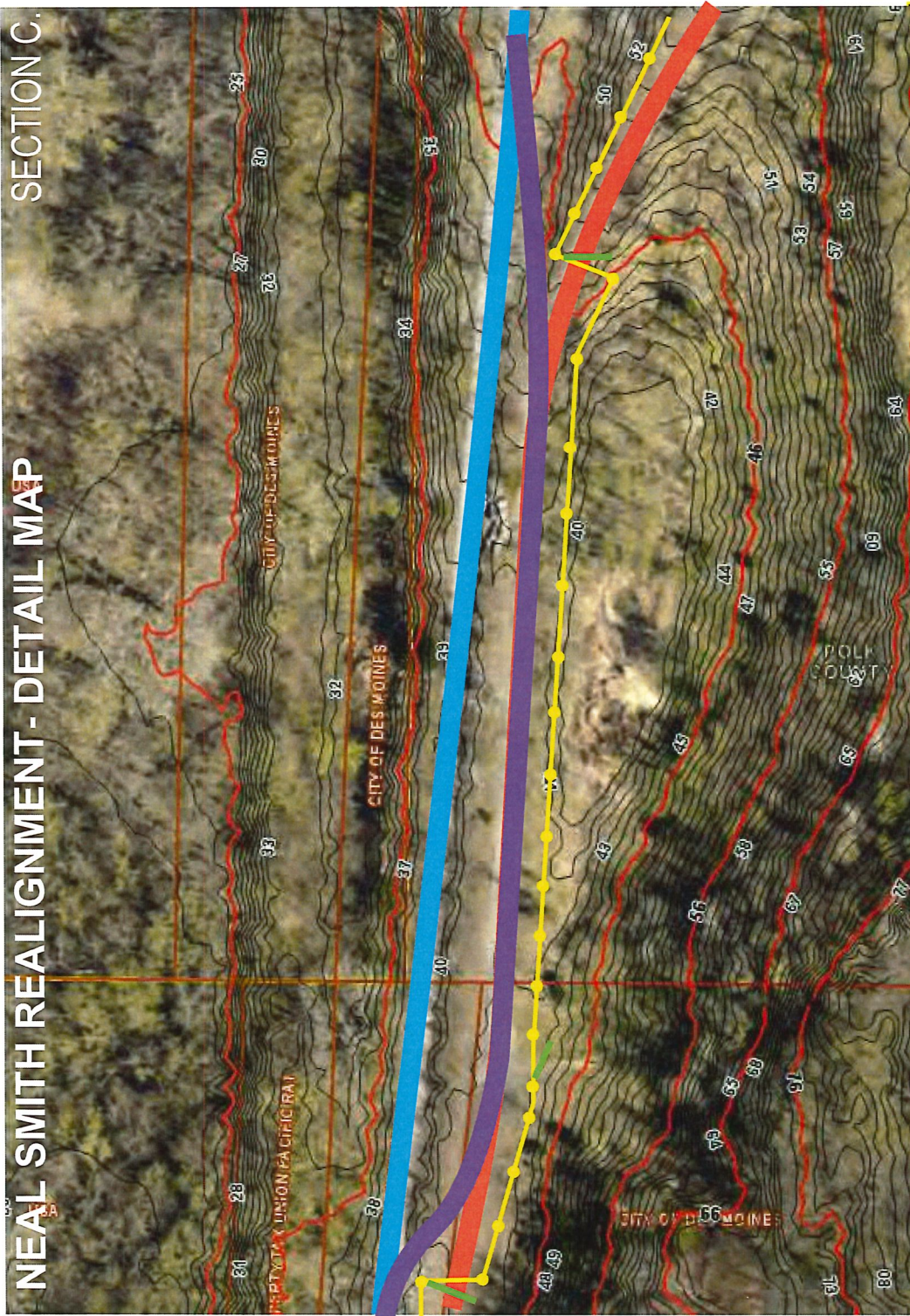
The west side of the existing trail alignment will not allow a 6-foot turf mow break (*highlighted in green*) without extensive fill and grading beyond the mow break and extensive tree removal will possibly be needed as well.

This point is also really showcasing the existing access road heading upwards as the Neal Smith Trail descends towards the termini of the project at the Saylor Creek Pedestrian bridge.

-  Existing Neal Smith Trail
-  Existing gravel access road

Date Produced 06/19/2020










NEAL SMITH TRAIL PHASE II Proposed Realignment of Trail

This proposed alignment will hop onto the existing gravel road alignment until the road ascends upwards and the existing trail descends downwards.

A new fence will be proposed to replace the old fence that separates the access road and the Neal Smith Trail. Provided access gates will be staged at the access road entry points from the new alignment of the Neal Smith Trail.

This proposed realignment will not only update the Neal Smith Trail to SUDAS standards for multi-use trails, but will help to deter trail users from trespassing on the adjacent property to the east.

The design of the realignment and final fence location have not yet been determined this is just a concept drawing to showcase how the realignment would function.

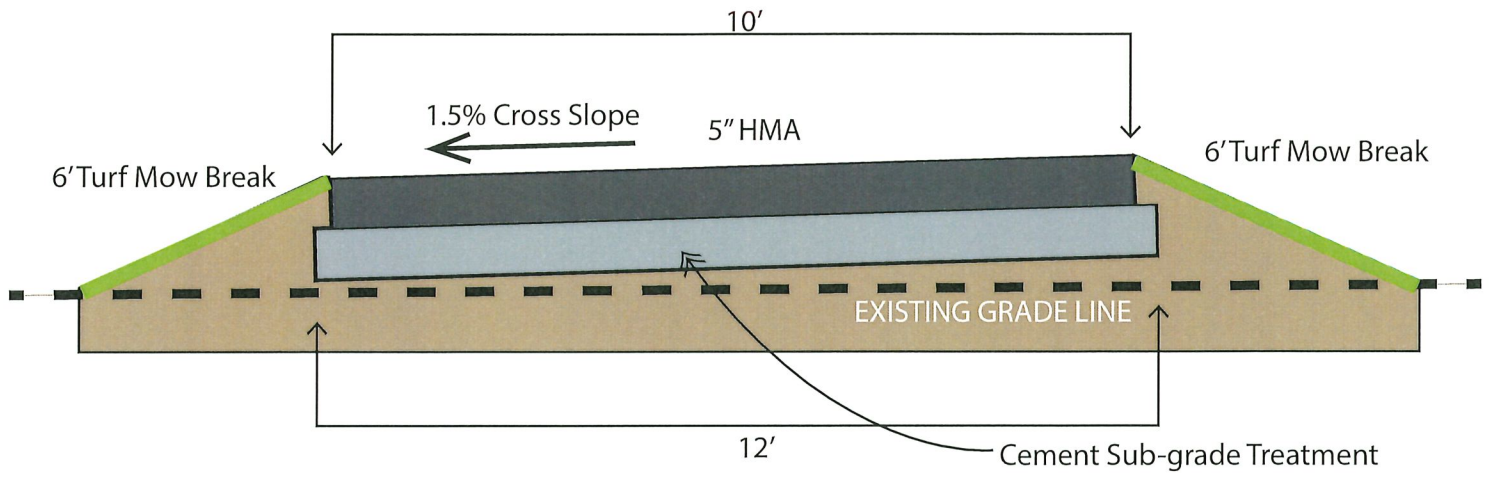
-  *Proposed new fence gate*
-  *Proposed new fence*
-  *Proposed realignment*
-  *Existing Neal Smith Trail*
-  *Existing gravel access road*

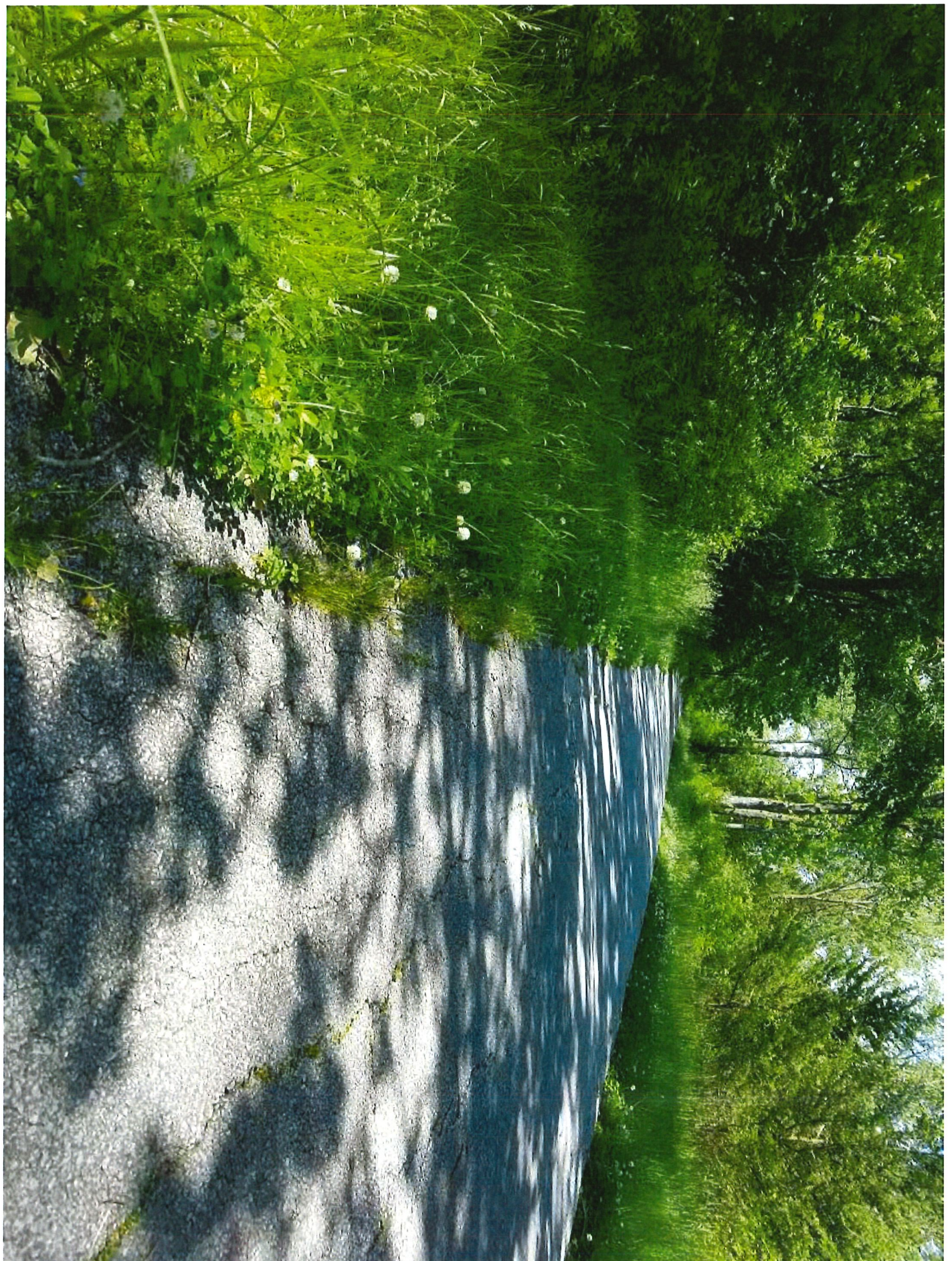
Date Produced 06/19/2020

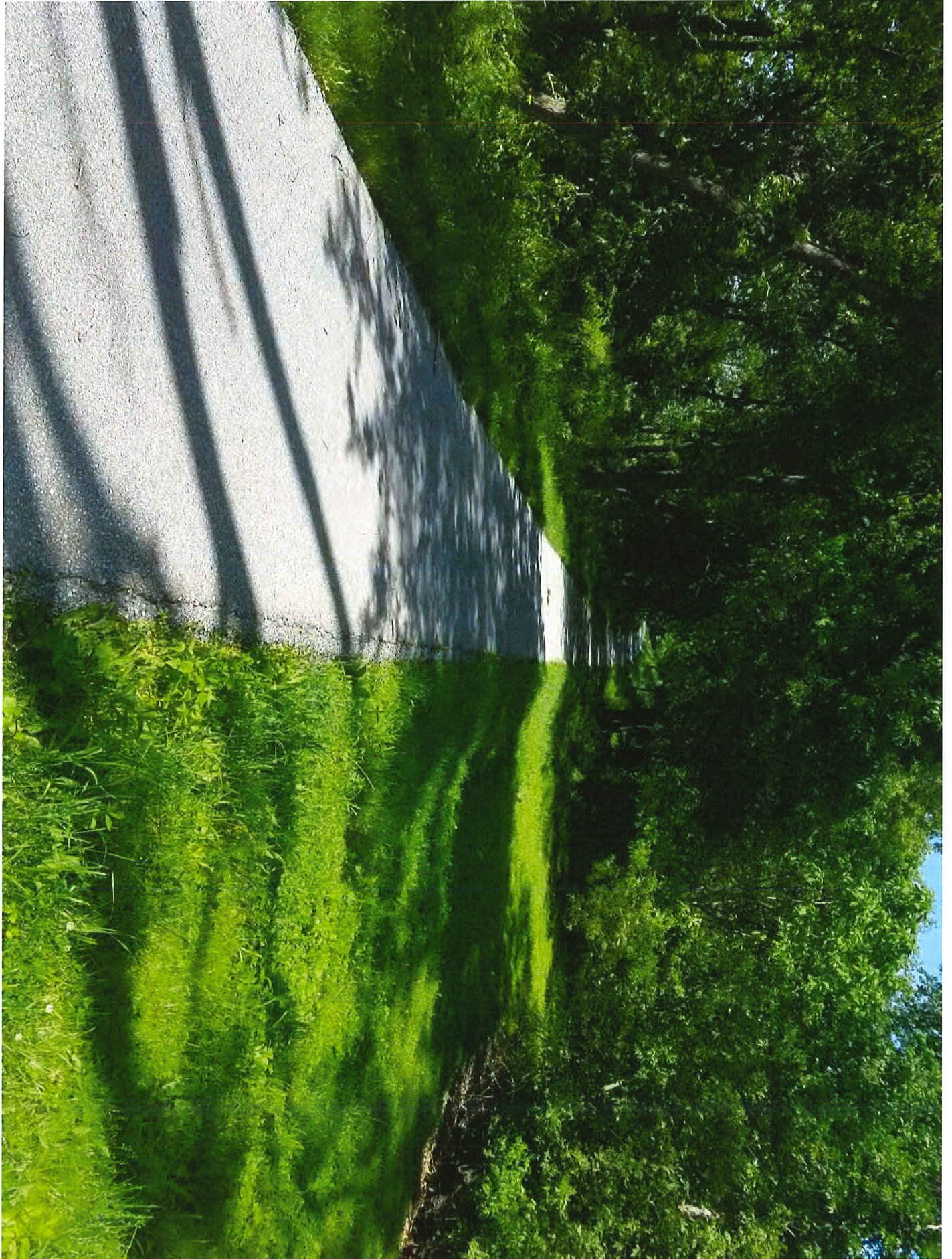


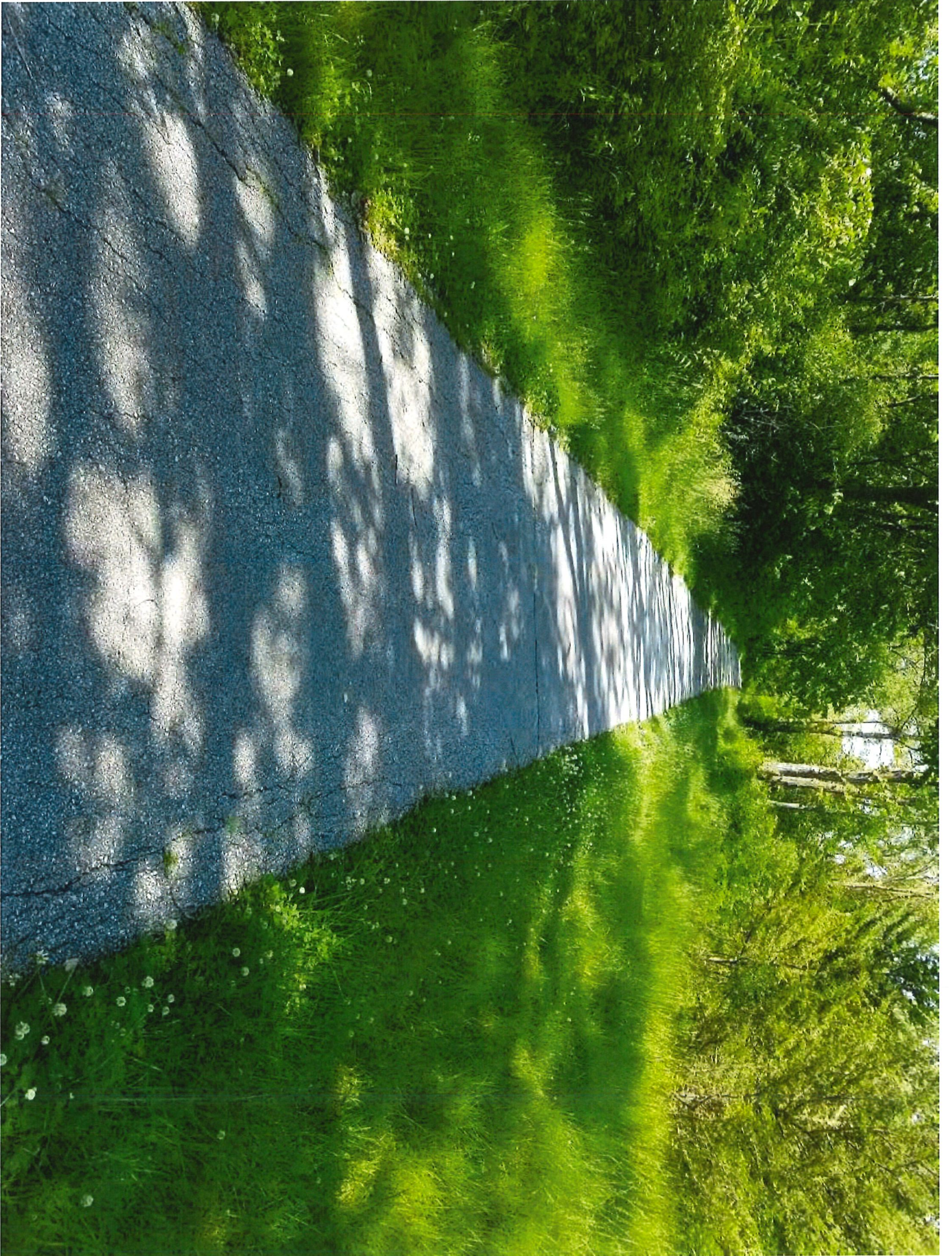
NEAL SMITH SKETCH PLAN- SECTION

SECTION D.



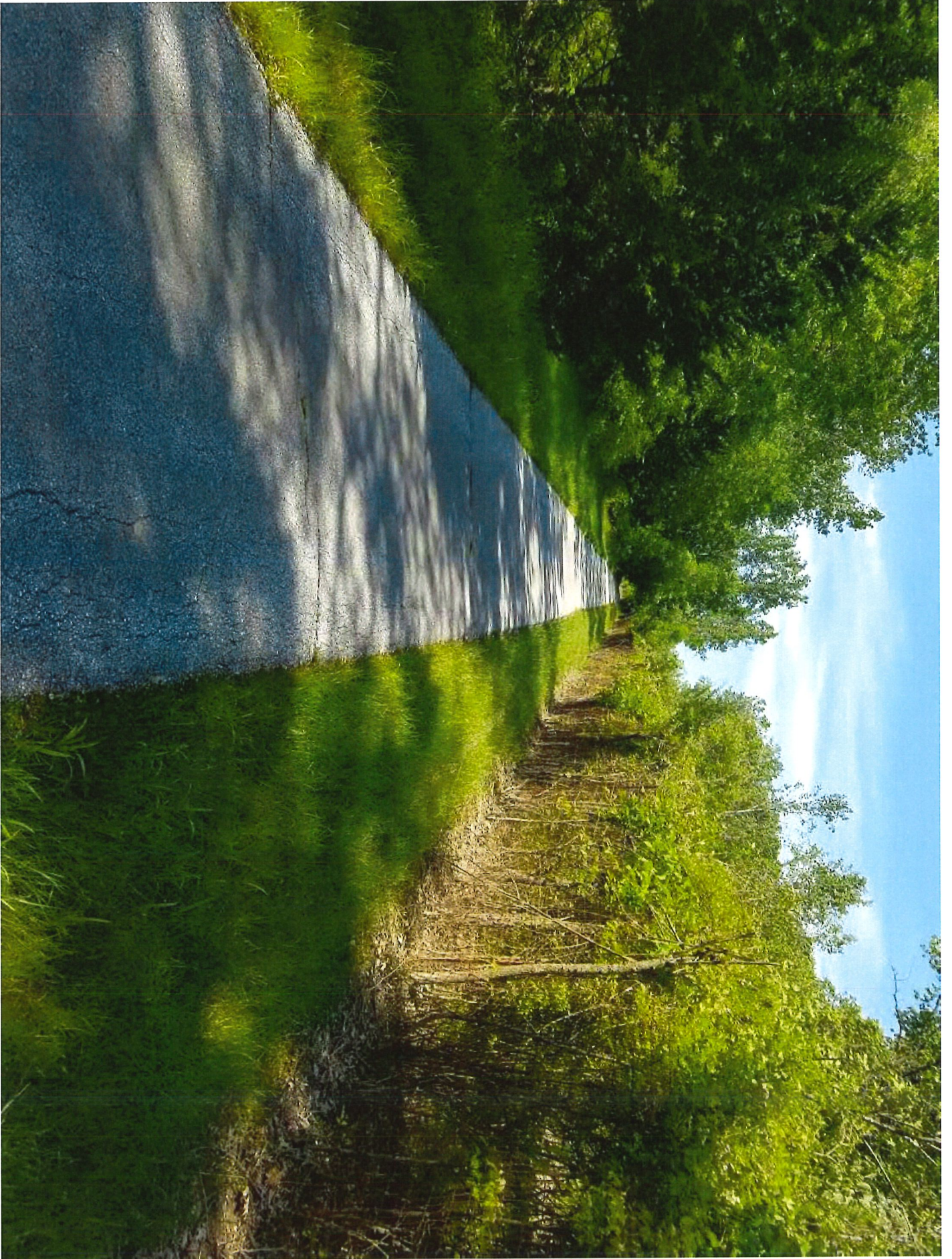








SECTION E.



NEAL SMITH TRAIL REHABILITATION PHASE II PROJECT TIMELINE

Design and Planning: 04/2020 – 08/2020

Land Acquisition: 04/2020 - 03/2021

Preliminary Engineering Services: 02/2020 - 04/2021

Utility Relocation: TBD

Construction Engineering Services: 04/2020 - 10/2020

Construction: 03/2021 - 09/2021

Project Close Out: 12/2021 - 05/2022

NEAL SMITH- OFFICIAL ENDORSEMENT

SECTION H.

★ Roll Call Number
04-395

Agenda Item Number
44

Date.....
February 23, 2004

WHEREAS, the Park and Recreation Department is charged with providing recreational opportunities and leisure activities throughout Des Moines; and

WHEREAS, the Des Moines Park and Recreation Department plans, develops, maintains and operates facilities and structures and provides programs for public recreation; and

WHEREAS, the Des Moines Park and Recreation Department has opportunities to apply for various grants and other giving programs by governmental or private entities to provide and enhance City facilities, structures and programs providing public recreational opportunities; and

WHEREAS, it is in the best interest of the City of Des Moines to authorize the Director of the Park and Recreation Department or his designee to sign and submit applications for grants or other giving programs on behalf of the City of Des Moines for the above described purposes in order to expedite meeting such application deadlines in order to secure funding.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Des Moines, Iowa:

That the Park and Recreation Director or his designee is hereby authorized to sign and submit applications for grants or other giving programs for the planning, development, maintenance, and operation of facilities, structures and programs undertaken by the Des Moines Park and Recreation Department.

BE IT FURTHER RESOLVED that the prior approval of the City Council by resolution shall be required to accept any funds resulting from such applications or to enter into any agreements relating to the acceptance of such funds. The Park and Recreation Department shall not have the authority to accept any such funds or enter into agreements resulting from such applications without the prior authorization of the City Council. (Council Communication 04-080)

Moved by Coleman to approve.
City Manager will provide the Council with a periodic list of the grant applications that have been sent.

APPROVED AS TO FORM:
Ann DiDonato
Ann DiDonato
Assistant City Attorney

COUNCIL ACTION	YEAS	NAYS	PASS	ABSENT
COWNIE	✓			
BROOKS	✓			
COLEMAN	✓			
HENSLEY	✓			
MAHAFFEY	✓			
OVERMAN	✓			
VLASSIS	✓			
TOTAL	7			

MOTION CARRIED

APPROVED

Y. M. Franklin Cownie
Mayor

CERTIFICATE

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

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

Diane Rauh
City Clerk

NEAL SMITH- NARRATIVE

SECTION J

A NARRATIVE discussing the public input process that was followed and the extent to which adjacent property owners and others have been informed of the proposed project and an assessment of their acceptance. As part of this narrative, also describe local and regional planning efforts related to the project, including whether it is listed in a long-range plan. Also include discussion of any partnerships among local organizations and stakeholders that this project may help to facilitate or how these entities or individuals have contributed to the development of the project concept or have committed financial or other support to the project.

The section of trail that is being rehabilitated has long been overdue for updates as it is an important trail segment for the residents of Des Moines. The Oak Park/Highland Park Neighborhood Association has been long awaiting this trail to be updated to our trail standards with anticipation as one of their most used recreational amenities. The neighborhood association has been working with the Parks and Recreation Department to include a new trail spur that will open up the trail north of Euclid to the neighborhood. This would connect residents to the trail north of Euclid Avenue/Highway 6. As of now, the only way to access the trail is to walk down to Euclid Avenue/Highway 6, an arterial traffic corridor.

With the rehabilitation of the Neal Smith Trail, the Parks and Recreation Department will be looking into paving a new trail spur to continue improving connectivity in our trail system and the neighborhood to the east, Oak Park/Highland Park. This spur will add a new connection point to the Neal Smith Trail and improve the neighborhood access associated with this trail segment. The Trail spur will connect to local schools in this neighborhood and one of our facilities, Bell Turner Park.

Invest DSM is a group of specific individuals who look into investments and economic growth around the City of Des Moines. Invest DSM is now interested in helping fund for the trail spur and fully supportive of the Neal Smith Rehabilitation Phase II Project due to Oak Park/Highland Park neighborhood being a key investment neighborhood that the association is looking into for future economic growth and development.

Live DSM is the Parks and Recreation Department's comprehensive plan that focuses on the Parks and Recreation's goals as a department at the city-wide level of planning for future parks and trails. This plan details out our five goals that all correlate with this project by investing into our communities and meeting our number one priority of connecting our residence to our parks and trail systems. This project, like all other trail projects, follows the guidelines and principles of the department's comprehensive plan by focusing on the main goals of the comprehensive plan and implementing strategies to improve our outdoor recreational facilities for all Iowans.

Move DSM is the city-wide comprehensive transportation plan that lays out future goals for the city's transportation options. Biking is a crucial and important transportation alternative to help reduce car usage on roads and offers a cheaper and more affordable alternative mode of transportation for our residence. This project will be following the guidelines of the city's comprehensive transportation plan because many trail users are commuters to work. Biking offers a very affordable and attainable mode of transportation that the city highlights as a source for continuing to expand and improve the city's trail system.

The Iowa DOT's Bicycle and pedestrian Long-Range Plan lays out the visions and goals that represent the many local plans that Des Moines follows. The Neal Smith Trail aims at creating a transportation alternative to those who live north of downtown Des Moines. This project will continue to connect a large portion of residences that live north of Euclid Avenue/highway 6. With plans for a new trail spur as a connection point for the neighborhood, this project plays a vital role to helping the trail spur come to fruition to improve connections to

schools and a parks and recreation facility, Bell turner park. This project will act as the economic catalyst for the neighborhood and future City of Des Moines projects in the area.

The State Transportation Plan, Iowa in motion 2045 identifies comprehensive transportation objectives as well as specific needs and recommendations for non-motorized transportation. The City of Des Moines also follows this plan for guidelines and recommendations for recreation trail uses. This project will also follow these guidelines to stay consistent with other trail sections in the Metropolitan Planning Organization (MPO)s trail system.



May 27, 2020

Mr. Derek Hansen, Park Planner

Des Moines Parks and Recreation Department
1551 E. Martin Luther King Jr. Parkway
Des Moines, IA 50309

RE: Neal Smith Trail Rehabilitation Phase II Project

Dear Mr. Hansen,

The Department is excited to provide this letter supporting your application to the 2020 State Recreation Trail Grant program for the Neal Smith Trail Rehabilitation Phase II Project. As Proposed, the trail connection would extend to the right of way of Highway 6, Euclid Avenue. The trail segment would be inside the Iowa Department of Transportation (IDOT) right of way.

Our Agency is an active participant in promoting safe, affordable transportation choices including walking and bicycling. The Neal Smith Trail Rehabilitation Phase II Project is a tremendous opportunity to build on collaborative efforts between departments to support creative placemaking that will enhance the walkability and bike ability of communities. The proposed project is identified as a crucial trail segment for the Central Iowa Trails plan as one of the only trail segment that runs north and south from the City of Des Moines.

The Iowa Department of Transportation supports the Des Moines proposal for the State Recreational Trails Program. Please, note that a work on right of way permit will be required to accomplish any work that extends onto state property.

Sincerely,

Andy Loonan
District 1 Planner



Minority Impact Statement

Pursuant to 2008 Iowa Acts, HF 2393, Iowa Code 8.11, all grant applications submitted to the State of Iowa that are due beginning Jan. 1, 2009, shall include a Minority Impact Statement. This is the state's mechanism for requiring grant applications to consider the potential impact of the grant project's proposed programs or policies on minority groups.

Please choose the statement(s) that pertains to this grant application. Complete all the information requested for the chosen statement(s). Submit additional pages as necessary.

- The proposed grant project programs or policies could have a disproportionate or unique **positive** impact on minority persons.

Describe the positive impact expected from this project:

Indicate which groups are impacted:

- Women
 Persons with a Disability
 Blacks
 Latinos
 Asians
 Pacific Islanders
 American Indians
 Alaskan Native Americans
 Other _____

- The proposed grant project programs or policies could have a disproportionate or unique **negative** impact on minority persons.

Describe the negative impact expected from this project:

Present the rationale for the existence of the proposed program or policy:

Provide evidence of consultation with representatives of the minority groups impacted:

Indicate which groups are impacted:

- Women Persons with a Disability Blacks Latinos Asians
 Pacific Islanders American Indians Alaskan Native Americans Other _____

- The proposed grant project programs or policies are **not expected to have** a disproportionate or unique impact on minority persons.

Present the rationale for determining no impact:

The Neal Smith Trail Rehabilitation Phase II Project is not expected to have a disproportionate or unique impact on minority persons. Minorities are among the many trail users who will benefit from the rehabilitation, but the trail will not attract any additional minority persons because of the way it is designed or constructed. Similarly, it will not in any way be designed or constructed to disproportionately limit the use of the facility by minority persons.

I hereby certify that the information on this form is complete and accurate, to the best of my knowledge.

Name: Derek Hansen

Title: Park Planner I

Definitions

"Minority Persons," as defined in Iowa Code 8.11, means individuals who are women, persons with a Disability, Blacks, Latinos, Asians or Pacific Islanders, American Indians, and Alaskan Native Americans.

"Disability," as defined in Iowa Code 15.102, subsection 12, paragraph "b," subparagraph (1):

b. As used in this subsection:

(1) "*Disability*" means, with respect to an individual, a physical or mental impairment that substantially limits one or more of the major life activities of the individual, a record of physical or mental impairment that substantially limits one or more of the major life activities of the individual, or being regarded as an individual with a physical or mental impairment that substantially limits one or more of the major life activities of the individual.

"*Disability*" does not include any of the following:

- (a) Homosexuality or bisexuality.
- (b) Transvestism, transsexualism, pedophilia, exhibitionism, voyeurism, gender identity disorders not resulting from physical impairments or other sexual behavior disorders.
- (c) Compulsive gambling, kleptomania, or pyromania.
- (d) Psychoactive substance abuse disorders resulting from current illegal use of drugs.

"State Agency," as defined in Iowa Code 8.11, means a department, board, bureau, commission, or other agency or authority of the State of Iowa.



June 8, 2020

Iowa Department of Transportation

800 Lincoln Way
Ames, IA 50010

RE: Neal Smith Trail Rehabilitation Phase II

Dear State Recreational Trails Program Manager,

I am writing to express the Highland Park/Oak Park Neighborhood Association's strong support for the funding the long-awaited rehabilitation of the Neal Smith Trail Phase II. This important segment would directly continue to serve our growing neighborhood, and it is a vital component for updating the trail safety standards for this important Central Iowa Trail connection to the north, which in turn will provide a multitude of benefits for the citizens and visitors alike.

The question about when the trail would be getting repaved is one I hear often, and we are thrilled to see some movement into the completion of this phase. The neighborhood is excited to hear about the many initiatives and improvements under way and are very much supportive acquiring necessary funding to make the trails a reality.

This project is a key step in updating a crucial trail segment that is part of the Central Iowa Trails Network and would provide connectivity to adjacent parks, trails, schools, communities, and natural attractions as well as continuing to be an economic stimulus for the NE Metropolitan area.

The Highland Park/Oak Park Neighborhood Association strongly supports the City of Des Moines Parks and Recreation Department's application for funding of the Neal Smith Trail Rehabilitation Phase II.

Sincerely,

A handwritten signature in black ink that reads 'Ashley Kennebeck'.

Ashley Kennebeck
President, Highland Park/Oak Park Neighborhood Association



May 28, 2020

Mr. Derek Hansen, Park Planner
Des Moines Park and Recreation Department
1551 E. Martin Luther King Jr. Parkway
Des Moines, IA 50309

RE: Neal Smith Trail Rehabilitation Phase II Project

Dear Mr. Hansen,

Invest DSM is excited to provide this letter in support of your application to the 2020 State Recreation Trail Grant program for the Neal Smith Trail Rehabilitation Phase II Project. As proposed, the trail connection has been in need of repair for some time and updating the trail corridor will help boost the economic benefits to the surrounding neighborhoods.

Our organization is an active participant in strengthening neighborhoods and promoting opportunities for Des Moines residents to improve their quality of life. The Neal Smith Trail Rehabilitation Phase II Project is a tremendous opportunity to build on collaborative efforts between our organization and the Park and Recreation Department for the City of Des Moines to support creative placemaking that will enhance the walkability and bikeability of communities. The proposed project is identified as a crucial trail segment for the Central Iowa Trails plan as one of the only trail segments that runs north and south from the City of Des Moines.

Along with the proposed rehabilitation, we understand the City of Des Moines is also looking at a potential trail spur that would significantly help to connect the Oak Park/Highland Park neighborhood with the Neal Smith Trail. The Oak Park/Highland Park neighborhood is one of our Special Investment Districts, where we will be investing substantially in improvements to residential and commercial properties. Improved accessibility to the trail system from this area would be a major asset to these neighborhoods. If the City is successful in pursuing this trail spur, the connection would only further the benefits and connectivity to the surrounding neighborhoods to the east of the Neal Smith Trail.

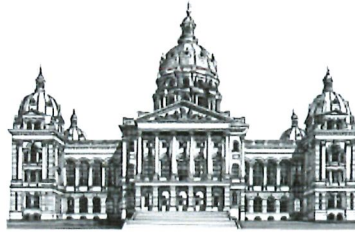
Invest DSM fully supports the Des Moines grant proposal for the State Recreational Trails Program.

Sincerely,

A handwritten signature in black ink that reads "Amber Lynch".

Amber Lynch
Executive Director

JANET PETERSEN
SENATE DEMOCRATIC LEADER
Eighteenth District
Statehouse: (515) 281-3901
janet.petersen@legis.iowa.gov



The Senate

State of Iowa
Eighty-eighth General Assembly
STATEHOUSE
Des Moines, Iowa 50319

May 29, 2020

Benjamin R. Page
Parks and Recreation Director
City of Des Moines Parks and Recreation Department
1551 E. Martin Luther King Jr. Parkway
Des Moines, IA 50317

RE: Neal Smith Trail Rehabilitation Phase 2

Dear Mr. Page:

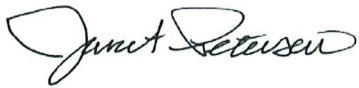
On behalf of the Senate District 18, which includes the northwestern region of Des Moines, I strongly support the funding and construction of the Neal Smith Trail Rehabilitation Phase 2.

As a member of the Senate's Commerce Committee and as an advocate for children and families, I recognize the enormous economic, social, and environmental value of a robust recreational trail network. The southeast portion of my district, including the Oak Park Neighborhood and others, has been underserved, and has yet to experience the benefits trail connections bring to an area.

This trail project is a perfect example of an improvement that can build symbiotic relationships with other business and infrastructure investments to create safe, livable communities where all residents have the opportunity to succeed.

It is my pleasure to express strong support of the City of Des Moines' application for funding of the Neal Smith Trail Rehabilitation Phase 2. Its completion will directly benefit the people I represent and will contribute to the greater good of the State of Iowa.

Sincerely,

A handwritten signature in black ink that reads "Janet Petersen". The signature is written in a cursive style with a large, looping initial "J".

Janet Petersen
Senate Democratic Leader

April 10, 2020

Benjamin R. Page
Parks and Recreation Director
City of Des Moines Parks and Recreation Department
1551 E. Martin Luther King Jr. Parkway
Des Moines, IA 50317

RE: Neal Smith Trail Rehabilitation Phase 2

Dear Mr. Page:

I appreciate the chance to express my strong support for the funding and construction of the Neal Smith Trail Rehabilitation Phase 2 project which would tie significant portions of the district I represent into to the larger central Iowa trails system.

I proudly represent District 35, which includes the north-central portion of our great Capitol city and will be home to this important recreational trail link. As a member of the House of Representatives' Education and Human Resources Committees, I know firsthand the value of safe routes to schools and the many physical and mental health benefits that are provided by close-to-home outdoor recreation opportunities. As Des Moines continues to grow citizens, business owners, and visitors will all benefit from the completion of this critical link to a well deserving, underserved region of the city.

Additionally, as a Des Moines native and resident, I know how dedicated the City is to the thoughtful planning, careful design, proper construction and high-quality maintenance of its trail system. The Neal Smith Trail Rehabilitation Phase 2 is supported by multiple planning efforts in the region, and I believe it is a smart investment for our State.

In short, I am genuinely excited to see the positive results this completed trail will bring to District 35 and beyond. I offer my full support to the realization of Neal Smith Trail.

Sincerely,



Ako Abdul-Samad
Iowa State Representative, District 35