



Date September 14, 2020

APPROVAL OF IOWA DEPARTMENT OF TRANSPORTATION (IDOT) FEDERAL RECREATIONAL TRAILS (FRT) GRANT APPLICATION FOR \$400,000 FOR THE CARLISLE CONNECTION MULTI-USE RECREATIONAL TRAIL PROJECT

WHEREAS, the City of Des Moines Parks and Recreation Department desires to connect the Easter Lake Spine Multi-Use Recreational Trail to the City of Carlisle trail pursuant to the Carlisle Connection multi-use trail project (“Project”), at a total pre-design estimated cost of \$2,800,000; and

WHEREAS, the Project includes an approximately one mile segment of the trail to be constructed within the City of Carlisle (approximately three-quarters of one mile) and within Warren County (approximately one-quarter of one mile) in order to make the Carlisle trail connection; and

WHEREAS, the Parks and Recreation Department desires to seek Iowa Department of Transportation (IDOT) Federal Recreational Trails (FRT) funding in the amount of \$400,000 for financial assistance for the Project; and

WHEREAS, the City of Carlisle and the Warren County Conservation Board are co-applicants for such FRT grant and have agreed to provided maintenance of such trail segments constructed within their respective jurisdictions in exchange for the City donating such trail segments to the respective jurisdictions; and

WHEREAS, such grant application requires that the City Council provide certain endorsements by the City Council regarding maintenance of the Project trail, as described below.

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 to be submitted by the Parks and Recreation Department to the Iowa Department of Transportation to seek Federal Recreational Trails funding in the amount of \$400,000 for the above described Project is hereby approved.
3. In the event that the Federal Recreational Trail grant is awarded to the City, the City of Des Moines agrees to adequately maintain the portion the Project trail within the Des Moines city limits for its intended public use for the period of time required by such grant agreement.
4. In the event that the Federal Recreational Trail grant is awarded to the City, the City of Des Moines agrees to convey to the City of Carlisle and to Warren County the portion of the trail project which is located in their respective jurisdictions, subject to both entities agreeing to be responsible for adequately maintaining the portion the Project trail within their respective



Roll Call Number

Agenda Item Number

51

Date September 14, 2020

jurisdictions for its intended public use for the period of time required by such grant agreement.

Council Communication No. 20-**381**)

Moved by _____ to adopt.

Attachment: FRT 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				

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.

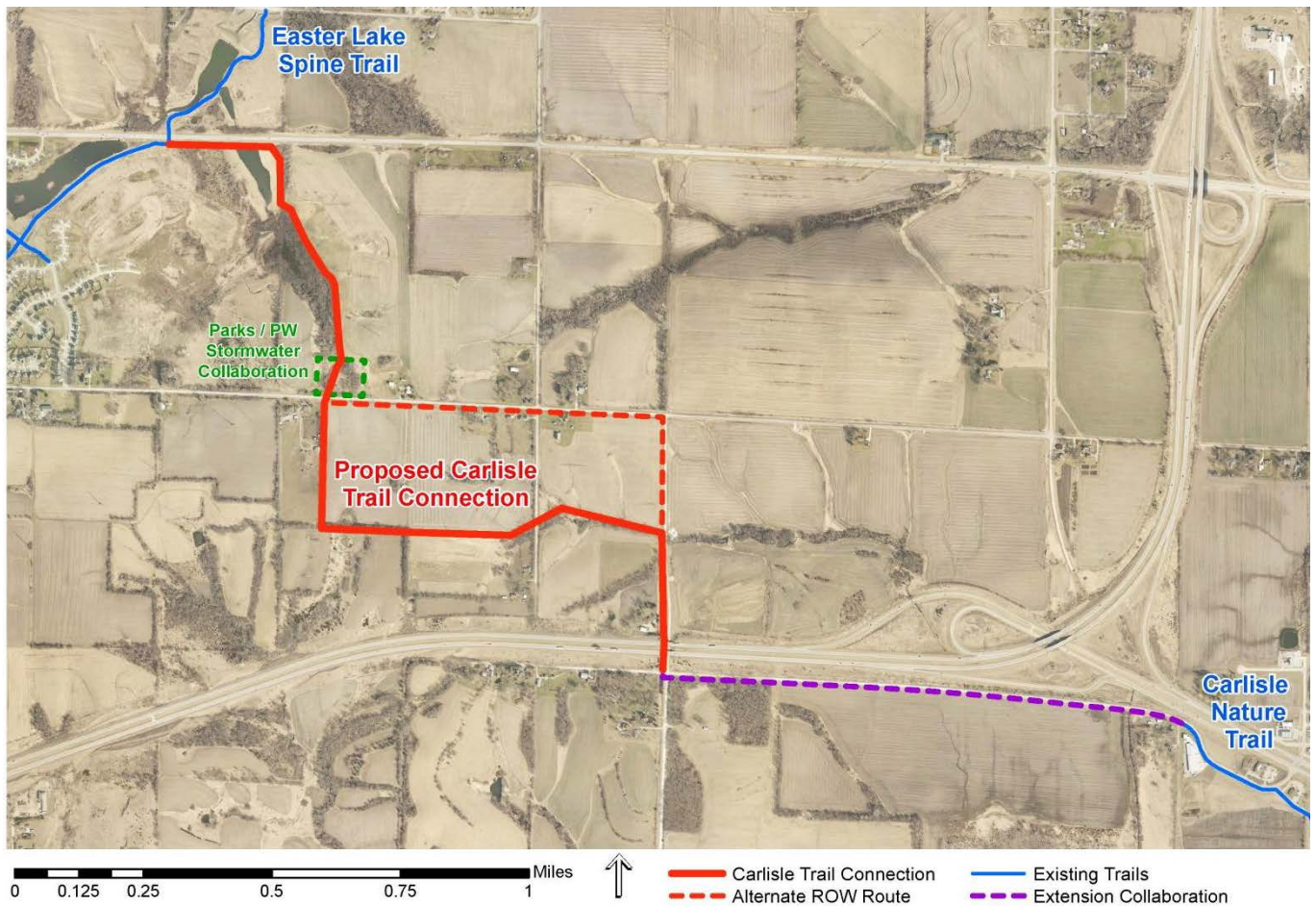
IN WITNESS WHEREOF, I have hereunto set my hand and affixed my seal the day and year first above written.

MOTION CARRIED APPROVED

Mayor

City Clerk

Carlisle Trail Connection



APPLICATION FOR

IOWA FEDERAL RECREATIONAL TRAILS (FRT) PROGRAM FUNDING

October 1, 2020



**PROJECT APPLICATION
IOWA FEDERAL RECREATIONAL TRAILS (FRT) PROGRAM**

GENERAL INFORMATION

Applicant Agency: City of Des Moines Parks and Recreation Department

Contact Person
(Name and Title): Colby Fangman, Park Planner II

Street Address
and/or Box Number: 400 Robert D. Ray Drive

City: Des Moines State: IA ZIP Code: 50309

Telephone Number: 641-330-6464 E-mail: cjfangman@dmgov.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: City of Carlisle

Contact Person
(Name and Title): Deven Markley, Carlisle City Administrator

Street Address
and/or Box Number: PO Box 430

City: Carlisle State: IA ZIP Code: 50047

Telephone Number: 515-989-3224 E-mail: dmarkley@carlisleiowa.org

PROJECT INFORMATION

Project Title: Carlisle Connection Trail

Project Description (including length):

This project includes the construction of a new multi-jurisdictional 3-mile multi-use trail section between the existing Easter Lake Spine Trail and City of Carlisle Nature Trail. This segment is recognized as a critical gap in the regional trail system as it is the final segment needed to connect the Summerset National Recreation Trail in Indianola to the Neal Smith National Recreation Trail leading to Saylorville Lake and beyond to the north. The new trail will be 10-foot wide asphalt or concrete paved and will include a variety of trail user amenities. The pre-engineering design estimated project cost is \$2,800,000. The City of Des Moines, City of Carlisle, and Warren County Conservation Board are collaboratively requesting \$400,000 in FRT funding.

ECONOMIC IMPACT INFORMATION

Type of Project:

- Acquisition - number of acres _____
- Development
- Combination - number of acres 11

Check the predominant user group.

- Motorized
- Non-Motorized
- Diversified (list)



Form 240006 (08-19)

PROJECT APPLICATION IOWA FEDERAL RECREATIONAL TRAILS (FRT) PROGRAM

GENERAL INFORMATION

Applicant Agency: City of Des Moines Parks and Recreation Department

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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: Warren County Conservation Board

Contact Person

(Name and Title): Jim Priebe, Director (duties will transition to new Director anticipated late 2020)

Street Address

and/or Box Number: 15565 118th Ave.

City: Indianola

State: IA

ZIP Code: 50125

Telephone Number: (515) 961-6169

E-mail: wccb@warrenccb.org

PROJECT INFORMATION

Project Title: Carlisle Connection Trail

Project Description (including length):

ECONOMIC IMPACT INFORMATION

Type of Project:

Acquisition - number of acres _____

Development

Combination - number of acres _____

Check the predominant user group.

Motorized

Non-Motorized

Diversified (list)

PROJECT COSTS (An itemized breakdown must be included on an attached sheet.)

Total Cost: \$2,800,000.00
FRT Fund Request: \$400,000.00
Applicant Match (20 percent minimum): \$2,190,914.00

	Match Source	Amount	Assured or Anticipated (Date Anticipated)
1.	FY21-FY24 City of Des Moines CIP	\$1,000,000.00	Assured
2.	FY2020 REAP-Iowa DNR	\$290,914.00	Assured
3.	FY 2023 TAP-MPO Funding	\$900,000.00	Assured

Are any State funds involved in this project?: Yes No

If Yes, please explain the source and conditions:

Yes, Iowa DNR REAP (Resource Enhancement and Protection) - \$290,914.00 - FY2020

Condition: Completion of Carlisle Connection Trail from Easter Lake Spine Trail to Des Moines city limits.

Are any other Federal funds involved in this project?: Yes No

If Yes, please explain the source and conditions:

Yes, Des Moines Area MPO TAP (Transportation Alternatives Program / STBG Set-Aside) - \$900,000.00 - FY 2023

Condition: Completion of Carlisle Connection Trail from Easter Lake Spine Trail to Des Moines city limits.

ESTIMATED PROJECT DEVELOPMENT SCHEDULE

Design Start Date: Oct 1, 2020 Completion Date: Oct 1, 2021
Land acquisition Start Date: Jan 1, 2020 Completion Date: Oct 1, 2021
Construction Start Date: Feb 1, 2022 Completion Date: Sep 1, 2023

Has any part of this project been started?: Yes No

If Yes, please explain:

Do you intend to charge a fee to users?: Yes No If Yes, how much? _____

What will the fee be used for?:

REQUIRED 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 as listed below before each response. Limit the total length of all twelve (12) responses to six (6) 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. Describe the degree to which the project provides for innovative recreational trail sharing to accommodate motorized and non-motorized recreational trail use. (10 points)
 2. Describe the degree to which the project provides for the greatest number of compatible recreational purposes including, but not limited to, those used for recreational purposes such as bicycling, mountain biking, cross-country skiing, hiking/jogging/fitness/nature trail activities, horseback riding, snowmobiling, aquatic activities, and vehicular travel by motorcycle or all-terrain/off-road vehicles. (10 points)
 3. Describe the degree to which the project facilitates the access and use of trails by older citizens, economically disadvantaged, persons with disabilities, and other special populations or groups. (10 points)
 4. Describe the degree to which the project provides development of trail linkages. (10 points)
 5. Describe the degree to which the project creates opportunities for partnerships between trail users, private interests within the area, and public agencies. (Enclose letters of support as documentation.). (10 points)
 6. Describe the degree to which the project is identified in, or furthers a specific goal of, Iowa's Recreation Plan 2006 (SCORP), the Iowa Trails Plan, or a regional/county/municipal plan. (10 points)
 7. Describe the degree to which the project uses the grant funds to leverage greater public or private investments (in the form of services and materials, as well as dollars). (10 points)
 8. Describe the degree of citizen involvement in proposal conception and implementation.
 - a) Project idea originated with trail users or a community group that has substantial knowledge of the area and its residents; and
 - b) The private sector (including individual citizens, community groups, or local business enterprises) has participated in development of the proposal idea and has made commitments of labor, money, or materials to support proposal implementation. (10 points)
 9. Describe the degree to which the project ties into other trails; greenways; scenic corridors; or natural, cultural, historical, and recreational areas. (10 points)
 10. Describe the degree of commitment to continue operation and maintenance of the project after grant money is no longer available (e.g., Existing Trail Maintenance Fund). (10 points)
 11. Describe the degree to which the project results in the cleanup of the area and whether the trail is designated as a National Recreational Trail. (10 points)
- 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. If applicable, **BUY AMERICA CERTIFICATION**. If the application includes the purchase of equipment made of iron or steel components, provide documentation that proves that a supplier exists for that type of equipment who can certify that all steel or iron incorporated in the equipment is domestic (U.S. origin) steel or iron (Buy America compliant). This is not the same thing as having a domestic supplier (vendor) or assembling the equipment in the U.S. It is also not acceptable for a supplier to certify that he or she sources parts for the equipment from domestic suppliers as those domestic suppliers may make their products of foreign steel which would not be compliant with Buy America requirements. (See https://www.fhwa.dot.gov/construction/contracts/buyam_qa.cfm for more information.)
- M. A completed **MINORITY IMPACT STATEMENT**.

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

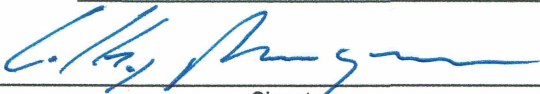
Recreational Trails Program (RTP) compliance

The applicant must sign below to indicate that the project is in compliance with 23 U.S.C. 206 or the RTP that prohibits the use of grant funds to accommodate motorized use on trails that have been predominantly used by nonmotorized trail users prior to May 1, 1991.

In addition, 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 the attached **official endorsement(s)** binds the participating local governments to assume responsibility for adequate maintenance of any new or improved trails.

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 Parks and Recreation Department



Signature

Sep 11, 2020

Date

Colby Fangman, Park Planner II

Typed Name and Title

Sep 11, 2020

Date

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 Carlisle Connection multi-use trail is not expected to have a disproportionate or unique impact on minority persons. The existing connecting multi-use trails will remain open to the general public while the new segment is constructed. Minorities are among the many trail users who will benefit from this connection, but the section 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 Colby Fangman

Title Park Planner II

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 7, 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.

Section A - PROJECT DESCRIPTION

The proposed project is located in southeast region of Des Moines and central Iowa. The approximate start point of the project is the Easter Lake Spine Trail located at 3000 E. Army Post Road, Des Moines, IA 50320, and the western terminus of the City of Carlisle Nature Trail at 101 150th Ave, Carlisle, IA.

This project includes the construction of a new trail section between the Easter Lake Spine Trail and the existing City of Carlisle Nature Trail. This segment is a critical gap in the regional trail system as it will connect two National Recreation Trails. The new trail will be a 10-foot wide asphalt section, approximately 3-miles in length. The project is estimated to cost \$2,800,000.

This multi-use trail would be constructed using the design profile shown in Section D. The combination of prepared subgrade modified aggregate subbase, and a 5-inch hot-mix asphalt (HMA) profile provide a paving system that is continuous, durable, and relatively easy to maintain via fog seal applications as warranted. The design profile may differ in any area identified during design development that experiences regular flooding. The six feet of space on each side of the trail will be planted to, and maintained as, turf grass. Areas outside of this standard six-foot mow break will be planted to native prairie mixes appropriate to the region and local site conditions.

The project would also include trail amenities standard to all of the City of Des Moines' arterial trail projects. These amenities would include benches / rest points, an information hub, a bicycle maintenance station, directional standard signage, and closure gates if needed.

Land acquisition for the project will range from approximately 11 to 30 acres depending upon the final alignment chosen and or the willingness of land owners to participate in voluntary acquisitions or easements.

The landscape condition explicitly within the corridor of the Carlisle Trail Connection is currently dominated by agricultural uses amidst variable topography, but the northern stretch of the project would pass through an existing canopy covered greenway. Our intent would be to maintain and improve the condition of the greenway over the long term.

Despite the current agriculture-dominated condition of the corridor, the Des Moines MPO's population and employment change mapping predicts significant residential infill in the following decades. We hope to establish this arterial trail connection prior to residential infill to allow neighborhood connections to be planned and constructed in a more logical manner. The southeast region is expected to continue experiencing population growth, but limited employment growth is expected.

Section B - PROGRAM SCORING CRITERIA

B.1 - Describe the degree to which the project provides for innovative recreational trail sharing to accommodate motorized and non-motorized recreational trail use.

With Easter Lake Spine Trail and the Des Moines River Trail already being a popular, scenic, recreational and fitness destinations completion of this trail connection will increase the number of users and provide a positive impact within the area. It will provide a route through wooded and open areas, bringing people closer to nature and provide a safe and accessible surface benefiting a wide variety of users with differing capabilities. City of Des Moines code allows for up to 1 horse power e-bicycles and e-assistive devices to be used on municipally managed trails and sidewalks. This modest allowance for motorized assistance enables those with mobility limitations to use our trail system in the same manner as those without mobility issues. This policy item directly support trail users with mobility impairments.

Bicycling, rollerblading, skateboarding, scootering, running and walking are all encouraged uses of the trail. The geography of the trail is long and linear and will connect with the Central Iowa Trail System that enables longer recreation events such as 5k runs, marathons, fun runs and triathlons. Additionally, the Des Moines Parks and Recreation Department plows snow from trails in the winter months to enable continued year-round usage. The trail also provides access for wildlife viewing, wildflower viewing, and bird watching along the trail and green corridor.

B.2 - Describe the degree to which the project provides for the greatest number of compatible recreational purposes including, but not limited to, those used for recreational purposes such as bicycling, mountain biking, cross-country skiing, hiking/jogging/fitness/nature trail activities, horseback riding, snowmobiling, aquatic activities, and vehicular travel by motorcycle or all-terrain/off-road vehicles.

The benefits that the Carlisle connection trail will bring to local and regional citizens are broad, encompassing health, wellness, recreation, and beyond. Nature lovers, recreational enthusiasts, and citizens of all ages will be positively impacted by the completion of this missing link. Whether a user is out for a short stroll in the wooded area or a long ride utilizing multiple, connected routes everyone seeking a recreational outing will find what they are looking for. The trail is predominantly for non-motorized uses only, to help ensure the safety of bicyclists, in-line skaters, runners, and walkers. To accommodate multiple users the trail will be 10' wide with 2-3' shoulders on both sides.

Beyond transportation alternatives, the connection will offer various leisure and fitness opportunities. Des Moines' trails are used for running races, fundraising walks, organized bicycling rides, school P.E. classes, triathlons, e-scooters, e-Bikes and more. Completing the Carlisle Connection will afford these opportunities to the southeast side of the metropolitan area as well. The trail will be constructed in compliance with the Americans with Disabilities Act

and the Iowa SUDAS Manual to ensure that the facility will be accessible by the widest array of users possible.

B.3 - Describe the degree to which the project facilitates the access and use of trails by older citizens, economically disadvantaged, persons with disabilities, and other special populations or groups.

Trails are an equal opportunity recreation option for all ages and means, with an added benefit of an alternative to using city streets to attend school and reach work. This 10-foot wide trail, like all paved City of Des Moines trails, will be constructed in compliance with the Americans with Disabilities Act to enable use by persons of all abilities. Another benefit of ADA-compliant trails is that they create an easier path for pedestrians to push strollers and cyclists to pull child trailers helping to create a resource for use by all ages and promote family-friendly activities. Seating / rest areas will be included with the project. As a department standard, a wheelchair / stroller space is provided next to all benches that are installed. An information hub and directional signage will also be provided to ensure there are on-site wayfinding options in lieu of using a smart phone for navigation.

There is no fee or special equipment required for use of the trail; they are open everyone regardless of economic status, age, or disability. As previously mentioned the City of Des Moines allows electric assisted vehicles up to 1 horse power on the trail systems. Residents of nearby homes, apartments and retirement communities will all equally enjoy this valuable amenity. This segment will link directly into a nearby neighborhood under development and will facilitate logical links in the future as the area continues to be developed.

As for economically disadvantage citizens, the trail system is an equity asset as bicycles offer a much lower entry cost in terms of transportation.

B.4 - Describe the degree to which the project provides development of trail linkage.

The Carlisle Connection Trail is explicitly recommended or supported by numerous planning documents including, but not limited to the IowaDOT Bike-Ped Long Range Plan, the 2018-2023 Outdoor Recreation in Iowa Plan (SCORP), Iowa Trails Plan, Iowa in Motion: Planning Ahead, 2003 Easter Lake Master Plan, the Des Moines Bicycle and Pedestrian Master Plan (2011), and the Tomorrow Plan.

Due to the interconnectivity of the Central Iowa Trail System, completing the Carlisle Trail Connection will tie together many public land resource trails. Locally, this project would connect with the exiting Easter Lake Spine Trail which directly connects with Polk County Conservation's regional Mark C. Ackelson Trail and the City of Des Moines' regional Harry Piper Parkway Trail including connected nature trails. Continuing north, one could ride the Mark C. Ackelson Trail around Easter Lake to tie into the scenic corridor of the Carl Voss Trail which recently completed construction. Once this project is complete, the trail users will be able to

travel north on trails all the way to the Saylorville Lake Reservoir and all the way south to Indianola.

Trail connections enable bicycling to serve as a viable alternative method of transportation because they link cyclists with various destinations such as points of interest, work, and shopping. Having the opportunity to ride a bicycle for transportation purposes creates a more sustainable and economically attractive community.

B.5 - Describe the degree to which the project creates opportunities for partnerships between trail users, private interests within the area, and public agencies. (Enclose letters of support as documentation)

This project's inclusion in numerous planning documents represents significant amounts of public input process over the last 20 years. In addition to planning documents, the proposed Carlisle Trail Connection garners strong support from citizens of the region and an array of government entities as well. Representatives of citizen groups such as the Easter Lake Area Neighborhood Association and the Trails and Greenways Advisory Committee have demonstrated their approval of the project by providing letters of support. In 2015 the City of Des Moines conducted a "Community Interest and Opinion Survey" to determine citizen's needs and priorities for parks and recreation programs and facilities. This survey showed that city-managed trails were overwhelmingly used, needed, supported, and highly-requested. When asked about park and recreation needs, 73% of responding households chose walking and biking trails as their number one need out of 27 options. When projected to the entire city population, 73% would equate to approximately 157,000 residents. When asked what facility was the most important to the household, walking and biking trails retained the number one spot out of 27 options with 43% of respondents ranking trails in the top four facilities, more than twice the next highest option.

Several governmental entities outside of the City of Des Moines have also demonstrated their support for the project. Polk County Conservation, the City of Carlisle, Warren County Conservation, District 33 Representative Brian Meyer and District 17 Senator Tony Bisignano have all provided letters of support and encourage funding this trail link with TAP grants.

B.6 - Describe the degree to which the project is identified in, or furthers a specific goal of, Iowa's Recreation Plan 2006 (SCORP), the Iowa Trails Plan, or a regional/county/municipal plan.

Once complete, the Carlisle Connection will tie the SE metropolitan area into the larger Central Iowa Trail Network, thus generating new users, economic opportunities and improving the livability of developing neighborhoods. The distance between the Downtown and Carlisle is conducive to commuting, leisure shopping and dining trips, while the distance from the Downtown to Indianola would be attractive to those looking for a full day trail experience.

A recreational trail connection from Des Moines to Carlisle is explicitly recommended in the Des Moines Bicycle and Pedestrian Master Plan (2011) which was adopted by City Council. The master plan presents a twenty-year vision of a fully developed bicycle system throughout the city serving area youth, commuters, residents and visitors.

Outdoor Recreation in Iowa Plan (SCORP) (2013) – The Carlisle Connection Trail goes hand-in-hand with the Priorities of this plan and their specific Goals.

Iowa in Motion: Planning Ahead 2040 (2012) – The Carlisle Connection Trail will support the intermodalism described in Chapter 4 as a Level 2 trail of regional significance that facilitates connections with Level 1 trails including the American Discovery Trail and the Summerset National Recreation Trail.

Iowa Trails Plan (2000) – This plan states that its ultimate goal is to connect communities, parks, natural resources,

From the Preamble to the Guiding Principles, the Carlisle Connection will help achieve the vision outlined in The Tomorrow Plan. Its completion supports: Goal 1 - Create a resilient regional economy, by contributing to multimodal access in the region and encouraging economic growth and retention via tourism and recreational spending; Goal 2 - Improve the Region's Environmental Health and Access to the Outdoors, by providing close-to home opportunities for outdoor recreation; and Goal 3 - Further the Health and Well-Being of All Residents in the Region, by offering transportation alternatives and healthful recreational opportunities.

B.7 - Describe the degree to which the project uses the grant funds to leverage greater public or private investments (in the form of services and materials, as well as dollars).

If the City of Des Moines is selected for Federal Recreation Trails(FRT) funding, the City of Des Moines could use that as leverage for State Recreation Trail (SRT) Funding which would allow us to find all the funding necessary for this project. In return are the broad economic benefits for the citizens of Des Moines and Carlisle.

A 2013 study on the Economic Impacts of Parks & Recreation in Des Moines stated that the total projected economic impact of Des Moines, IA trails was just over \$15 million and produced 214 jobs. The study further explained that much of the spending was in the lodging, restaurant/bar and transportation/gas categories. The same study indicated that the direct use value of Des Moines' residential trails as being over \$435,000. Lastly, the study showed significant health benefits; it estimated that in total, Des Moines Park & Recreation users are to save \$19,472,194 in overall healthcare costs.

A 2012 study on the Economic and Health Benefits of Bicycling in Iowa found that across the state, the economic impact of commuter cyclist is \$51,965,317 in direct and indirect spending and \$13,266,020 in healthcare cost savings. The same study found that the economic impact of

recreational cyclist is \$364,864,202 in direct and indirect spending and \$73,942,511 in healthcare cost savings. This route will serve both use types.

B.8 - Describe the degree of citizen involvement in proposal conception and implementation.

B.8.a - Project idea originated with trail users or a community group that has substantial knowledge of the area and its residents; and

The citizens investment has been through every planning document development and process. Polk County Conservation, City of Carlisle and Warren County have all provided letters of support and encourage funding this missing trail link with SRT grants. The Des Moines Area MPO's letter of support for Carlisle Trail Connection's State Recreation Trails grant application, noting that it "will complete a critical gap between downtown Des Moines and Carlisle." And, that the "project is consistent, and supportive of the *Mobilizing Tomorrow Plan*." Our Park and Recreation Board, via its Trails and Greenways Committee, has also submitted a letter of support.

B.8.b - The private sector (including individual citizens, community groups, or local business enterprises) has participated in development of the proposal idea and has made commitments of labor, money, or materials to support proposal implementation.

Having engaged one key landowner at this point, we are very early on in the land acquisition phase of this project. In addition to the City of Des Moines and State of Iowa, there are three to five property owners that may be involved, depending upon the final alignment of the trail. The trail alignment currently being considered consists of 30.28% public land and 69.72% private land. The City will work with potentially impacted property owners throughout the design phase to identify the best trail alignment for all parties and to finalize land acquisitions or easements as necessary. As dictated by Iowa code, we will only be seeking voluntary easements or acquisitions on agricultural lands. Our in-house Real Estate Division and Legal Department are skilled and well-versed in this process as they have gone through it many times for other trail projects.

Identifying willing partners and conserving productive agricultural land will both be important considerations in determining the final alignment. Our budget was tweaked for this application to better account for the resources required to secure the right-of-way for this trail facility. The budgetary adjustments made were based upon very recent experience in securing the facility right-of-way for the Des Moines River Trail/Carl Voss Trail Phase 2 project.

B.9 - Describe the degree to which the project ties into other trails; greenways; scenic corridors; or natural, cultural, historical, and recreational areas.

Due to the interconnectivity of the Central Iowa Trail System, completing the Carlisle Trail Connection will tie together many public land resources. Locally, this project would connect with the Polk county Conservation's regional Easter Lake Park and the City of Des Moines' regional Ewing Park. Both parks are heavily used and are considered premiere public facilities.

The Carlisle Connection Trail users will experience diverse natural resources, views and connections to 2 recreation facility complexes, parks and downtown urban recreational amenities in Des Moines and Carlisle.

Once the small gap between the terminus of this project and the City of Carlisle is infilled, the connection would facilitate direct trail connections with the state-managed Banner Flats Wildlife Management Area and the Banner Lakes at Summerset State Park. The Neal Smith National Wildlife Refuge is located approximately 13 miles east of this project.

B.10 - Describe the degree of commitment to continue operation and maintenance of the project after grant money is no longer available (e.g., Existing Trail Maintenance Fund).

Trail maintenance is one of our department's top priorities and considering the number of users that benefit from the trail system, on-going maintenance will continue to be a top priority. Our department recently worked with asphalt experts from another department to gain further expertise and to assess the condition of all city-maintained asphalt trails. Our department's knowledge concerning asphalt rehabilitation, preservation, and preventative maintenance practices has never been greater. Park Planning, Park Operations, and the Public Works Department are working together to develop an asphalt maintenance regiment which includes crack sealing, fog sealing, and micro surfacing as needed.

The City currently maintains approximately 64 miles of multi-use recreation trails. Maintenance activities are carried out in a regular rotation throughout the entire year by staff dedicated to these tasks, including but not limited to: removing trash and debris; plowing snow in the winter; mowing in the spring, summer and autumn; trimming trees and brush; removing invasive species within the trail corridors; sweeping the trail as necessary throughout all seasons; repairing or replacing any deficient trail surface materials; checking and replacing lighting; and checking and replacing signage.

B.11 - Describe the degree to which the project results in the cleanup of the area and whether the trail is designated as a National Recreational Trail.

The Carlisle Connection Trail would bring environmental management to the greenway corridor if it can be acquired. The Carlisle Connection Trail will support the Iowa Trails Plan intermodalism described in Chapter 4 as a Level 2 trail of regional significance that facilitates connections with Level 1 trails including the American Discovery Trail, a National Recreation Trail, and the Summerset National Recreation Trail.

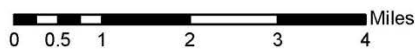
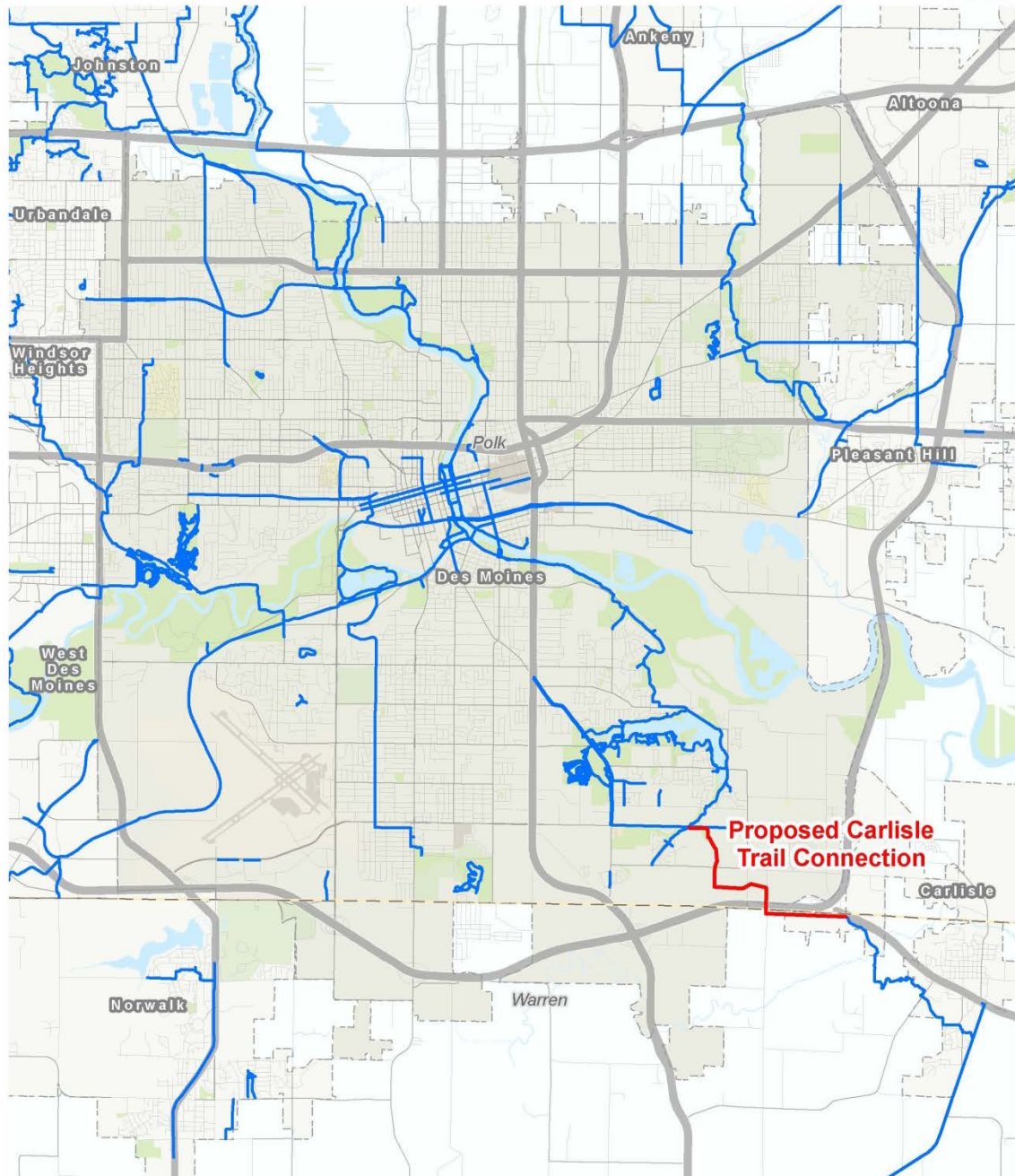
The final alignment will be sensitive to potential environmental impacts and will responsibly reduce impacts that flooding could have on both regular maintenance and larger efforts caused by extreme weather events. Wetlands, significant trees and other high-value habitats, as identified in the MPO Natural Areas Map, are to be preserved to the greatest degree possible and will contribute to the trail use experience.

Section C - DETAILED MAP

The approximate start point of the project is the Easter Lake Spine Trail located at 3000 E. Army Post Road, Des Moines, IA 50320, and the western terminus of the City of Carlisle Nature Trail at 101 150th Ave, Carlisle, IA.

Carlisle Trail Connection - Regional Context

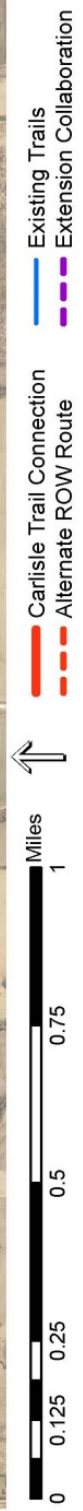
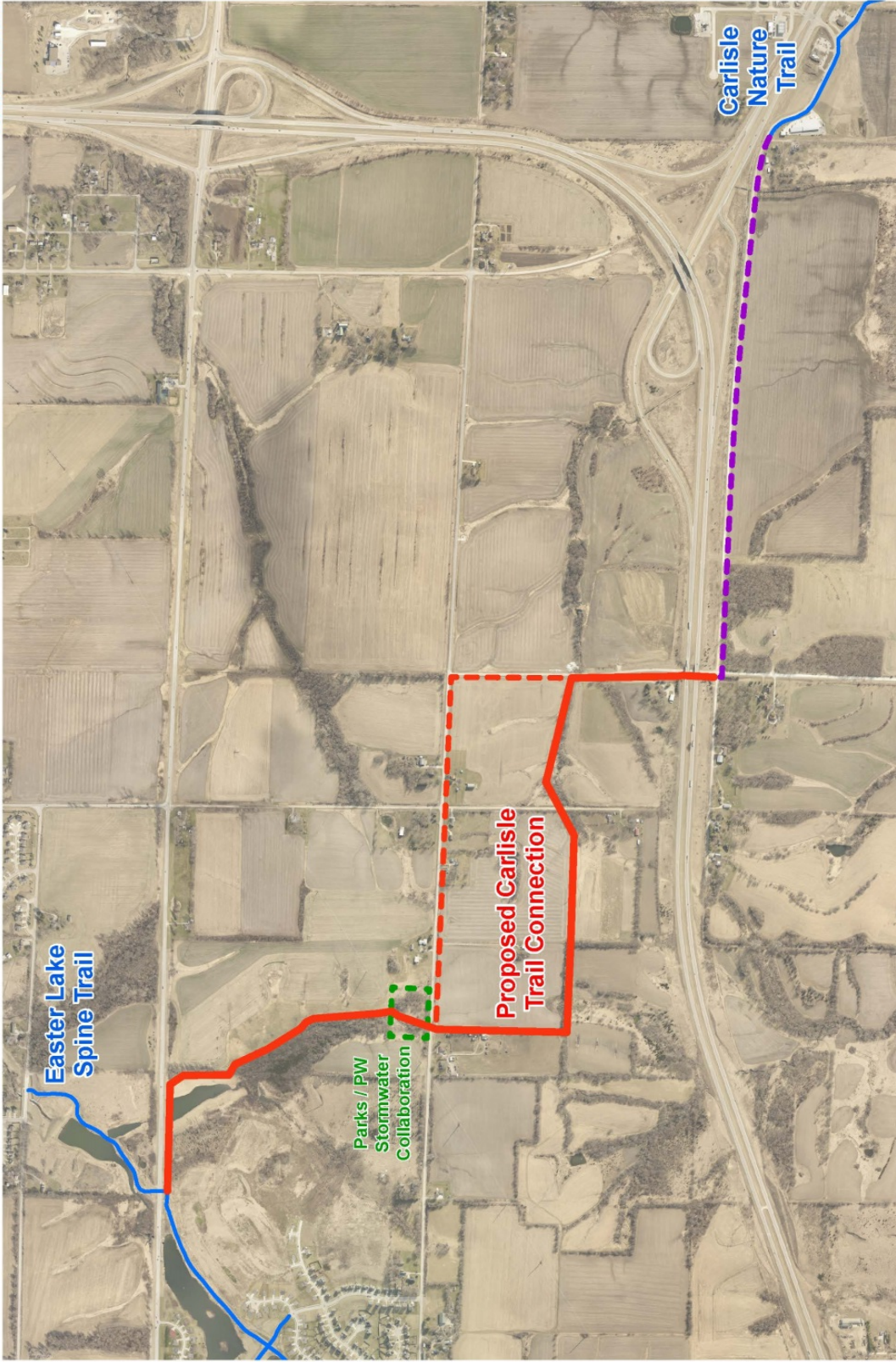
Prepared by City of Des Moines Park and Recreation Department



— Carlisle Trail Connection — Existing Trails

Carlisle Trail Connection - Proposed Route

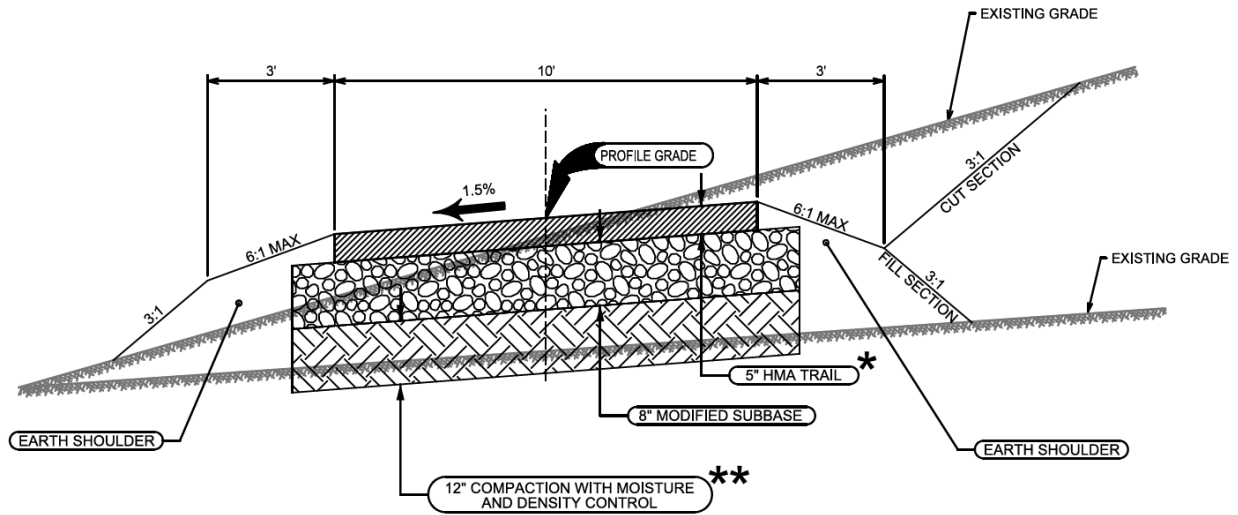
Prepared by City of Des Moines Park and Recreation Department



Section D - SKETCH PLAN

Below is an example of a standard trail cross-section that will be used for the project. The profile includes prepared subgrade, modified subbase, and 5 inch deep asphalt paving. Where needed, drainage conveyance will be implemented as needed to prevent drain over and winter icing on the trail.

The deep paving system will provide a trail surface that is smooth, long lasting, and easy to maintain.



Section E - DIGITAL PHOTOGRAPHS

The bird's eye view below shows the northern-most mile of the project as it follows a greenway before entering the peri-urban agricultural area.



Section F - ITEMIZED BREAKDOWN

With this project still being in the financial planning phase, only a preliminary planning budget has been developed at this point. The estimated costs were developed using FRT funding guidelines and competitively bid costs from the Des Moines River Trail / Carl Voss Trail Phase 2 project which is nearing completion. Once the project has secured \$2,500,000 in funding, a detailed budget will be developed via an engineering opinion.

CARLISLE CONNECTION MULTI-USE TRAIL

Component	Description	Project Cost	Notes
Preliminary Engineering	Preliminary Design & Survey	\$75,000	\$25,000 per mile
Land Acquisition	Land & Easement Acquisition	\$220,000	Minimum of 11 acres; Ag land acquisitions must be voluntary
Construction Engineering	Construction Documentation & Letting	\$205,000	7.5% of total estimate
Project Monitoring	Inspections & Project Mgmt.	\$420,000	15% of total estimate
Trail Construction	HMA Trail (3 miles)	\$1,880,000	\$600k - \$750k per mile

Total Pre-Engineering Estimate: \$2,800,000

Section G - TIME SCHEDULE

DEVELOPMENT SCHEDULE

1. Design and Planning: 10/2020 - 10/2021
2. Land Acquisition: 01/2020 - 10/2021
3. Preliminary Engineering Services: 10/2019 - 10/2021
4. Utility Relocation: TBD
5. Construction Engineering Services: 02/2022 - 6/2023
6. Construction: 02/2022 - 6/2023
7. Project Close Out: 6/2023/2022 - 08/2023

Section H - OFFICIAL ENDORSEMENT

Per the attached resolutions, the City of Des Moines will provide the minimum 20% grant match funding for this proposal. Also per the attached resolutions, each respective jurisdiction has committed to maintaining and operating the completed trail facility with each's jurisdiction for a minimum of 20 years.

-ATTACH CDM RESOLUTION ONCE COMPLETE

-ATTACH CoC RESOLUTION ONCE COMPLETE

-ATTACH WCCB RESOLUTION ONCE COMPLETE

Section J - NARRATIVE

This project's inclusion in numerous planning documents represents significant amounts of public input process over the last 20 years. In addition to planning documents, the proposed Carlisle Trail Connection garners strong support from citizens of the region and an array of government entities as well. Representatives of citizen groups such as the Easter Lake Area Neighborhood Association and the Trails and Greenways Advisory Committee have demonstrated their approval of the project by providing letters of support. In 2015 the City of Des Moines conducted a "Community Interest and Opinion Survey" to determine citizen's needs and priorities for parks and recreation programs and facilities. This survey showed that city-managed trails were overwhelmingly used, needed, supported, and highly-requested. When asked about park and recreation needs, 73% of responding households chose walking and biking trails as their number one need out of 27 options. When projected to the entire city population, 73% would equate to approximately 157,000 residents. When asked what facility was the most important to the household, walking and biking trails retained the number one spot out of 27 options with 43% of respondents ranking trails in the top four facilities, more than twice the next highest option.

Several governmental entities outside of the City of Des Moines have also demonstrated their support for the project. Polk County Conservation, the City of Carlisle, Warren County Conservation, District 33 Representative Brian Meyer and District 17 Senator Tony Bisignano have all provided letters of support and encourage funding this trail link with TAP grants.

Section K - LETTER OF SUPPORT

Please see the support letter below from IDOT District 1 Planner, Andy Loonan.



September 26, 2019

City of Des Moines
Derek Hansen
Des Moines Parks and Recreation
1551 E. Martin Luther King Jr. Parkway
Des Moines, IA 50317

Dear City Staff:

The department is excited to provide this letter in support of your application to the 2020 Federal Recreational Trails grant program for the Carlisle Trail Connection. As proposed, the trail connection would extend under the US 65 over SE 38th St. The trail would be inside the departments right of way and will require district 1 review and a work on right of way permit prior to development.

Our agency is an active participant in promoting safe, affordable transportation choices including walking and bicycling. The Carlisle Trail Connection project is a tremendous opportunity to build on collaborative efforts to support creative placemaking that will enhance the walkability and bikeability of communities. The proposed project is identified as a future trail in the regional trail plan.

The Iowa Department of Transportation urges your support of the Des Moines proposal.

Please do not hesitate to contact me if I can be of any assistance. Thank you for your time and consideration of this request.

Sincerely



Andy Loonan
District 1 Planner

☎ | 515-239-1996

✉ | andy.loonan@iowadot.us
🌐 | www.iowadot.gov

📍 | Address:
1020 S. 4th St , Ames, IA 50010

Section L - BUY AMERICA CERTIFICATION

This proposal does not include the purchase of equipment; therefore, this section does not apply to this project.

Section M - MINORITY IMPACT STATEMENT

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 Carlisle Connection multi-use trail is not expected to have a disproportionate or unique impact on minority persons. The existing connecting multi-use trails will remain open to the general public while the new segment is constructed. Minorities are among the many trail users who will benefit from this connection, but the section 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.

ADDITIONAL PROJECT SUPPORT LETTERS ATTACHED



Warren County Conservation Board

15565 118th Avenue
(515) 961-6169
(515) 961-7100 (fax)

Indianola, IA 50125-8852
wccb@warrencb.org
<http://www.warrencb.org>

November 27, 2017

Transportation Alternatives Program
Des Moines Area MPO
420 Watson Powell, Jr., Way, Suite 200
Des Moines, IA 50309

RE: Carlisle Trail Connection

Dear Transportation Alternatives Program Committee:

I am pleased to extend the support of the Warren County Conservation Board for the construction of the Carlisle Trail Connection. This segment is a critical piece for connecting Des Moines, Polk County, Carlisle, Indianola, and Warren County trails. Connecting trail facilities across these boundaries will allow users to access public and private amenities in all our communities. It will greatly enhance the user experience on—and economic impact of—all the individual pieces.

Warren County has, through the Great Western Trail, a connection into the west side of the Des Moines metro area. Connecting Indianola to the east side of the metro through Carlisle will give a large portion of Warren County citizens and visitors direct trail access to all that Des Moines has to offer. The connection will also allow Carlisle and Indianola to invite central Iowa trail users to visit their communities.

The Warren County Conservation Board looks forward to the success of the Carlisle Trail Connection and fully supports Des Moines' application for funding through the Transportation Alternative Program.

Sincerely,

A handwritten signature in cursive script that reads "Jim Priebe".

Jim Priebe, Director
Warren County Conservation Board



City of Carlisle
PO Box 430
195 N 1st Street
Carlisle IA 50047

Phone: 515-989-3224
Fax: 515-989-4395
Email: mayor@carlisleiowa.org

November 21, 2017

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: Carlisle Trail Connection

Dear Mr. Page:

The City of Carlisle is thrilled to see the City of Des Moines beginning to move forward with its Carlisle Trail Connection project. We believe it provides great connectivity opportunities for Central Iowa, and we support this application for funding under the Transportation Alternative Program (TAP).

We are specifically interested in this project because it is the last critical connection required to bring Carlisle and Warren County together with downtown Des Moines and the entire metro. In 2016, the City of Carlisle completed the 3-mile Scotch Ridge Nature Trail which connects to the existing Summerset Trail, then continues south to Indianola. Once Des Moines and Polk County have their trail connections in place, the route will lead through the regional Scotch Ridge Center Park, about three miles to the Summerset Trail, and south 11 miles to the City of Indianola. Once completed, this network will offer approximately 40 miles of trail, taking travelers along the Des Moines River through the Easter Lake area, around Carlisle and onward to Indianola via the Summerset Trail.

It is an exciting time for this part of Iowa. We know Carlisle and Warren County are poised for future growth and we plan to encourage entrepreneurial opportunities that can pop up along the trail, such as bed and breakfasts and outdoor outfitters to compliment the Summerset Winery that is already a regional attraction.

We applaud the City of Des Moines' plans for the proposed Carlisle Trail Connection, and we are very excited about the many benefits that filling in this critical trail gap will provide.

Best regards,

Ruth Randleman,
Mayor, City of Carlisle



— Office of the Mayor Pro Tem —

September 8, 2020

Ben Page
Director
Des Moines Parks and Recreation
1551 E. Martin Luther King Jr. Parkway
Des Moines, Iowa 50317

RE: Des Moines to Carlisle Trail Connection

Dear Grant Review Committee:

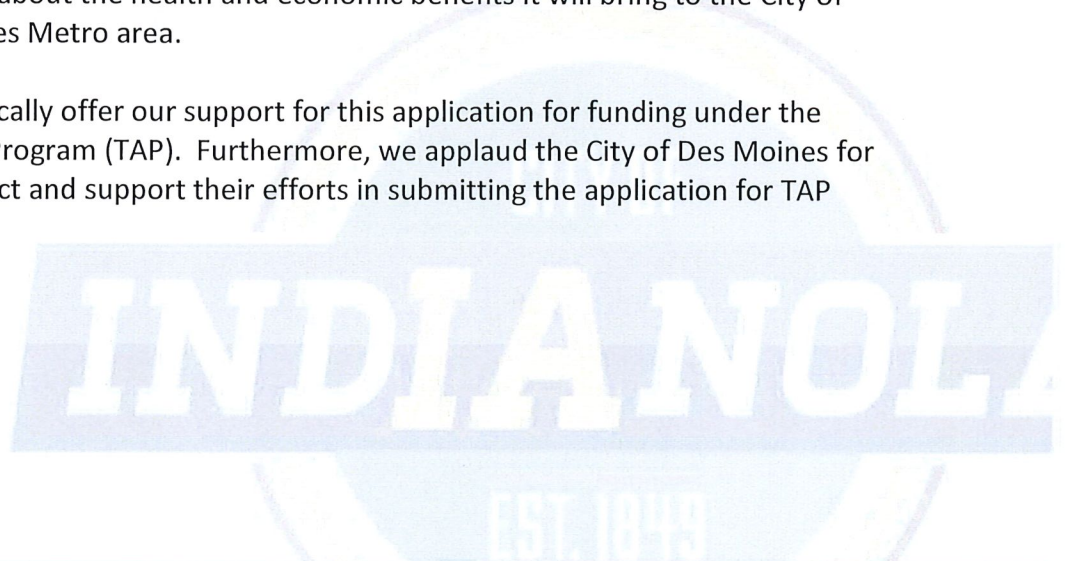
On behalf of myself and the City Council for the City of Indianola, I am writing to offer our support for the proposed Des Moines to Carlisle Trail Connection. We believe this vital trail link between the City of Indianola, through the Summerset Trail and the rest of the Central Iowa Trail Network will provide many great benefits to the City of Indianola, our residents, business owners and visitors.

This past May, the City Council approved the Elevate Indianola Comprehensive Plan, which engaged our community in several ways such as in-person events, an online survey – reaching over 1,600 participants – multiple project management team meetings, and a public open house. Through this process, the City Council adopted multiple implementation strategies that pertain to the creation of recreational trails as this was an item that was identified, through our engagement process, as being important to our Community. We look forward to the success of the Des Moines to Carlisle Trail Connection and are excited about the health and economic benefits it will bring to the City of Indianola and the Des Moines Metro area.

We strongly and enthusiastically offer our support for this application for funding under the Transportation Alternative Program (TAP). Furthermore, we applaud the City of Des Moines for taking the lead on this project and support their efforts in submitting the application for TAP funding.

Regards,

Greta Southall
Mayor Pro Tem
City of Indianola, Iowa





DES MOINES AREA

MPO

METROPOLITAN PLANNING ORGANIZATION

420 Watson Powell Jr. Parkway, Suite 200
Des Moines, Iowa 50309
Phone: 515.334.0075
Email: info@dmampo.org
www.dmampo.org

June 29, 2018

Ms. Yvonne Diller
State Recreational trails Program Manager
Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010

RE: Letter of Support – State Recreational Trails Grant – City of Des Moines

Dear Ms. Diller:

I am writing on behalf of the City of Des Moines and its State Recreational Trails (SRT) grant application. The Des Moines Area Metropolitan Planning Organization (MPO) staff has reviewed the City of Des Moines' SRT grant application to be submitted to the Iowa Department of Transportation (DOT) for conformance with the MPO's long range transportation plan.

The City of Des Moines' application includes the trail connection between Des Moines and Carlisle. When the project is constructed, the trail connection between the City of Des Moines and the City of Carlisle will complete a critical gap existing trail access and provide new regional transportation and recreation connections.

Based on the MPO staff's review, this project is consistent and supportive of *Mobilizing Tomorrow*, the long range transportation plan. Therefore the MPO supports the City of Des Moines' application for SRT grant funding.

Respectfully,



Dylan Mullenix
Assistant Director

Cc: Aaron Graves, City of Des Moines

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



Leading You Outdoors www.leadingyououtdoors.org | pccb_info@polkcountyiowa.gov

11407 NW Jester Park Drive Granger, Iowa 50109 | Phone 515.323.5300 | Fax 515.323.5354

November 22, 2017

Mr. Colby Fangman, Park Planner
Des Moines Parks and Recreation

Re: Carlisle Connection Trail – Central Iowa Trail Network

Dear Mr. Fangman:

The Polk County Conservation Board has assisted with, partnered with, and built trails and trail infrastructure for decades. One long standing goal of our trail work has been to join our parkland to communities and community to community.

The Carlisle Connection is the last piece in a dearly needed SE connection to the trail network. Des Moines' work on the Des Moines River Trail, our Mark Ackelson Trail, and Carlisle's connection to the Summerset Trail, when completed, will open many miles of trail to thousands of trail users.

This has been identified as a significant gap in the trail network. Existing on-street links between Carlisle and SE Des Moines are narrow rural cross-section roadways that are increasing busy and increasingly unsafe alternative routes.

This project is an important link in a larger trail system but is also very important as the area develops in residential housing and the need for a safe bicycle/pedestrian/commuter routes into the Metro increases.

Polk County Conservation is pleased to offer our enthusiastic support for your application and would ask that the MPO give thoughtful consideration to your request.

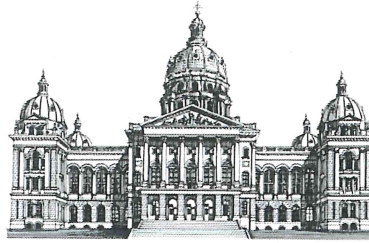
Sincerely,

Douglas C. Romig
Deputy Director

TONY BISIGNANO
STATE SENATOR
Seventeenth District
Statehouse: (515) 281-3371

HOME ADDRESS
2618 E Leach Ave
Des Moines, IA 50320

C: (515) 371-5990
tony.bisignano@legis.iowa.gov



The Senate

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

COMMITTEES

Judiciary
Labor and Business Relations,
State Government, Ranking Member

November 20, 2017

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: Carlisle Trail Connection

Dear Mr. Page:

On behalf of the constituents of Iowa Senate District 17, which includes the Downtown and the Southside of Des Moines, I strongly support the funding and construction of the Carlisle Trail Connection.

The City of Des Moines has made progress in connecting all parts of the City via recreational trails; however, this Level 2 trail gap, as identified by the Des Moines Area MPO, limits residents' and visitors' access to and from the Southside of our City, which I represent. As populations continue to grow in the southeast, the Carlisle Trail Connection will provide citizens with opportunities for close-to-home recreation, leisure and improved health and wellness.

In a larger view, this section will help make progress towards a critical regional connection between the American Discovery Trail to the north and the Summerset National Recreation Trail to the south, with our State's Capitol in the center. These trail links will bring needed economic benefits such as tourism and access to greater employment opportunities.

It is my pleasure to express these views in strong support of the City of Des Moines' application for funding of the Carlisle Trail Connection and its completion to benefit those I represent and for the greater good of the State of Iowa.

Sincerely,

A handwritten signature in blue ink that reads "Tony Bisignano".

Tony Bisignano
Iowa State Senator, District 17

Brian Meyer
STATE REPRESENTATIVE
Thirty-Third District
Statehouse: (515) 242-6411
e-mail – brian.meyer@legis.iowa.gov

HOME ADDRESS
5417 SE 29th Street
Des Moines, Iowa 50320



House of Representatives
State of Iowa
Eighty-Seventh General Assembly
STATEHOUSE
Des Moines, Iowa 50319

ASSISTANT MINORITY LEADER

COMMITTEES
Administration & Rules
Commerce
Judiciary
Local Government
Veterans Affairs

November 20, 2017

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: Carlisle Trail Connection

Dear Mr. Page:

I appreciate the chance to express my strong support for the funding and construction of the Carlisle Trail Connection which would tie the Summerset National Recreation Trail to the larger central Iowa trails system.

I proudly represent District 33, which includes the southeast portion of our great Capitol city and will be home to this important recreational trail link. As a member of the House of Representatives' Commerce Committee, I know firsthand the economic, health and multi-modal transit benefits this significant trail will bring to not just the adjacent area, but the region as well. As our city continues to grow citizens, business owners and visitors will all benefit from the completion of this critical link to an adjacent community.

Additionally, as a past City of Des Moines Councilperson of seven years, I know how dedicated the City is to the thoughtful planning, careful design, proper construction and high-quality maintenance of its entire trail system. The Carlisle Trail Connection is supported by numerous planning efforts in the region, and 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 33 and beyond. I offer my full support to the realization of the Carlisle Trail Connection.

Sincerely,

A handwritten signature in blue ink that reads "Brian Meyer".

Brian Meyer

November 27, 2017

Transportation Alternatives Program
Des Moines Area MPO
420 Watson Powell Jr. Way, Suite 200
Des Moines, IA 50309

RE: Carlisle Trail Connection

Dear Transportation Alternatives Program Committee:

I serve as Chair of the Trails and Greenways (TAG) Advisory Committee, a citizen sub-committee of the Des Moines Park and Recreation Board and the Polk County Conservation Board. The committee consists of 10 members appointed by Des Moines and Polk County, and additional representation from the cities of Ankeny, Johnston, Pleasant Hill, Polk City, Urbandale and West Des Moines.

As the Chair of the TAG Committee I fully support the City of Des Moines' application for funding for the Carlisle Trail Connection, a Level 2 trail gap as identified by the Des Moines Area MPO.

Once the Carlisle Trail Connection is tied into the Des Moines River Trail, and a small Polk County trail segment is completed, trail users will be afforded a continuously connected trail experience spanning more than 25 miles from the Downtown to the Summerset National Recreation Trail, then on to Indianola.

As the Chair of the Trails and Greenways Advisory Committee, I enthusiastically support the completion of the Carlisle Trail Connection which will improve quality of life for area residents and visitors.

Sincerely,

A handwritten signature in black ink, appearing to read "Chris McCarthy".

Chris McCarthy
Chair, Trails and Greenways Advisory Committee

November 27, 2017

Transportation Alternatives Program
Des Moines Area MPO
420 Watson Powell Jr. Way, Suite 200
Des Moines, IA 50309

RE: Carlisle Trail Connection

Dear Transportation Alternatives Program Committee:

I am writing to express the Easter Lake Area Neighborhood Association's strong support for funding the long-awaited Carlisle Trail Connection. This important segment would directly serve our growing neighborhood, and it is a vital component for extending the Central Iowa Trail Network to the south, which in turn will provide a multitude of benefits for the citizens and visitors alike.

The question about when the trails will reach the Easter Lake area is one that I hear often and has been the focus of presentations at past neighborhood meetings. Attendees were excited to hear about the many initiatives under way and very much support acquiring necessary funding to make the trails a reality.

This project is a key step in completing the Central Iowa Trails Network and would provide connectivity to adjacent parks, trails, schools and communities as well as being an excellent economic stimulus for the SE metropolitan area.

The Easter Lake Area Neighborhood Association strongly supports the City of Des Moines Parks and Recreation Department's application for funding of the Carlisle Trail Connection.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Bollard", written in a cursive style.

Jim Bollard

President, Easter Lake Area Neighborhood Association