

TAP-U-2955(609)--8I-65

Project is In Prep

Project

| | |
|----------------|------------------------|
| Project Number | TAP-U-2955(609)--8I-65 |
| Name | Glenwood City Trail |
| ID | 38389 |

Work Codes

| | |
|-----|------------------------------|
| DOT | 9509 - Ped/Bike Grade & Pave |
| DOT | 9510 - Ped/Bike Structures |
| DOT | 9512 - Ped/Bike Development |

Notes

The Trail is south of E. Sharp Street. Starts on the east end of Glenwood Lake Park to the west end of the park near the ball fields.

Site

| | |
|-----|------------|
| FFC | Interstate |
|-----|------------|

Contacts

| | |
|-----------------|----------|
| Planning Agency | RPA 18 |
| Sponsor | Glenwood |

Location

In the city of Glenwood, On Pedestrian trail south of E Sharp Street in Glenwood Lake Park for 2.5 Miles



Funding

| Source | 2023 |
|--------------------------|--------------------|
| Contract | \$1,183,000 |
| STBG-TAP (Regional) (FA) | \$72,000 |
| Total | \$1,255,000 |

Appropriation Codes

No Appropriation Codes

Programs

| Program | Version | Name | Project Number | Funding |
|-----------|----------|---------------------|------------------------|-------------|
| 2024 STIP | Original | | TAP-U-2955(609)--8I-65 | \$1,255,000 |
| 2023 STIP | Original | | TAP-U-2955(609)--8I-65 | \$1,255,000 |
| 2023 STIP | Revision | Glenwood City Trail | TAP-U-2955(609)--8I-65 | \$1,255,000 |
| 2022 STIP | Original | | TAP-U-2955(609)--8I-65 | \$1,255,000 |
| 2021 STIP | Original | | TAP-U-2955()--8I-65 | \$1,255,000 |
| 2020 STIP | Original | | TAP-U-2955()--8I-65 | \$1,255,000 |
| 2020 STIP | Revision | | TAP-U-2955()--8I-65 | \$1,255,000 |
| 2019 STIP | Original | | TAP-U-2955()--8I-65 | \$1,255,000 |

Log

Thursday, January 19, 2023

10:54 am

- Federal Functional Class changed from Unknown to Interstate
- Name Glenwood City Trail was added
- Funding 2024 Local / Contract of \$1,183,000 was removed
- Funding 2024 FA / STBG-TAP of \$72,000 (regional) was removed
- Funding 2023 Local / Contract of \$1,183,000 was added
- Funding 2023 FA / STBG-TAP of \$72,000 (regional) was added

Travis Halm
thalm@mapacog.org

10:54 am

- Revision created

Travis Halm
thalm@mapacog.org

Monday, October 3, 2022

9:02 am

- Approval Level changed from DOT Approved to FHWA Approved

Shelby Ebel
Shelby.Ebel@iowadot.us

Thursday, September 1, 2022

3:43 pm

- Approval Level changed from TIP Approved to DOT Approved

Shelby Ebel
Shelby.Ebel@iowadot.us

Friday, August 19, 2022

8:42 am

- Appropriation Code Y307 was added for 2024 STBG-TAP

Shelby Ebel
Shelby.Ebel@iowadot.us

Wednesday, July 13, 2022

1:55 pm

- Approval Level changed from Draft TIP Approved to TIP Approved

Travis Halm
thalm@mapacog.org

Tuesday, June 21, 2022

8:36 am

- Approval Level changed from Submitted to Draft TIP Approved

Travis Halm
thalm@mapacog.org

Friday, May 20, 2022

3:48 pm

- Approval Level changed from In Prep to Submitted

Travis Halm
thalm@mapacog.org

Tuesday, May 17, 2022

11:29 am

- Project Number changed from TAP-U-2955()--8I-65 to TAP-U-2955(609)--8I-65

Emily Whaley
emily.whaley@iowadot.us

Thursday, September 30, 2021

7:00 pm

- Rolled over into new year

STIP Rollover

Thursday, August 26, 2021

9:57 am

- Appropriation Code Z231 was added for 2024 STBG-TAP

Matt Chambers
matthew.chambers@iowadot.us

Monday, August 16, 2021

2:43 pm

- Approval Level changed from TIP Approved to DOT Approved

Matt Chambers
matthew.chambers@iowadot.us

Wednesday, July 14, 2021

2:49 pm

- Approval Level changed from Draft TIP Approved to TIP Approved

Travis Halm
thalm@mapacog.org

Monday, June 21, 2021

9:34 am

- Approval Level changed from Submitted to Draft TIP Approved

Travis Halm
thalm@mapacog.org

9:22 am

- Location changed from On Pedestrian trail south of E Sharp Street in Glenwood Lake Park for 2.5 Miles to In the city of Glenwood, On Pedestrian trail south of E Sharp Street in Glenwood Lake Park for 2.5 Miles
- Funding 2022 Local / Contract of \$1,183,000 was removed
- Funding 2022 FA / STBG-TAP of \$72,000 (regional) was removed
- Funding 2024 Local / Contract of \$1,183,000 was added
- Funding 2024 FA / STBG-TAP of \$72,000 (regional) was added

Travis Halm
thalm@mapacog.org

Wednesday, May 26, 2021

1:16 pm

- Approval Level changed from In Prep to Submitted

Travis Halm
thalm@mapacog.org

Wednesday, September 30, 2020

7:00 pm

- Rolled over into new year

STIP Rollover

Wednesday, August 19, 2020

11:04 am

- Appropriation codes updated

Matt Chambers
matthew.chambers@iowadot.us

8:23 am

- Approval Level changed from TIP Approved to DOT Approved

Matt Chambers
matthew.chambers@iowadot.us

Thursday, July 9, 2020

11:34 am

- Approval Level changed from Draft TIP Approved to TIP Approved

Travis Halm
thalm@mapacog.org

Tuesday, June 16, 2020

3:41 pm

- Approval Level changed from Submitted to Draft TIP Approved

Travis Halm
thalm@mapacog.org

3:41 pm

- Approval Level changed from In Prep to Submitted

Travis Halm
thalm@mapacog.org



Form 240004 (08-19)

APPLICATION FORM FOR IOWA'S TRANSPORTATION ALTERNATIVES PROGRAM (TAP) FUNDS

General Information

Regional Planning Affiliation (RPA)/
Metropolitan Planning Organization (MPO): Omaha - Council Bluffs Metropolitan Area Planning Agency

Eligible Sponsor/
Applicant Agency: City of Glenwood

Contact Person
(Name and Title): Amber Farnam

Street Address and/
or P.O. Box Number: 5 North Vine St

City: Glenwood State: IA ZIP Code: 51537

Phone Number: 712*-527-3448 E-mail: cityadmin@cityofglenwood.org DUNS No.: _____

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: Mills County Trails Board

Contact Person
(Name and Title): Shawn Koehler

Street Address and/
or P.O. Box number: 56314 221st St

City: Glenwood State: IA ZIP Code: 51534

Phone Number: 515-468-7011 E-mail: shawn.koehler@bayer.com DUNS No.: _____

Project Information

Project Title: Glenwood City Trail

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.)

This 0.75 miles of trail will connect the current sidewalk near Glenwood High School to the bridge to Glenwood Middle School and the Glenwood Soccer complex. It will be used for recreation and access to soccer fields.

If this project includes construction of a trail, what is the length of the trail in miles?: 0.75

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

☒ **Safe Routes to School (SRTS)** project (All information required by Attachment B must be included with this application.)
If a construction project, is this project located within 2 miles of a primary or middle school (grades K-8)? ☒ Yes ☐ No

☐ **Iowa Byways** project

Is this project located within a designated scenic or historic byway corridor? ☐ Yes ☒ No

If yes, has the project been endorsed by the appropriate byway board? ☐ Yes ☒ No

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?

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 _____
Preliminary design/engineering cost **\$15,000.00**
Utility relocation cost _____
Construction engineering cost **\$5,000.00**
Construction cost **\$70,000.00**
Indirect cost (if applicable) _____
Noninfrastructure cost (SRTS only) _____
Other (please specify) _____
Total cost **\$90,000.00**
Iowa's TAP program funding request **\$72,000.00**
Applicant match (20 percent minimum) **\$18,000.00**

| | Applicant match source | Amount | Assured or anticipated (date anticipated) |
|----|----------------------------------|--------------------|--|
| 1. | Mills County Trails Board | \$18,000.00 | January 13, 2020 |
| 2. | | | |
| 3. | | | |

Are any state funds involved in this project? ☐ Yes ☒ No

If yes, please explain the source and conditions.

The Mills County Trails board has built funding through many fundraising events since 2014 and has received private contributions as well to support trail development in Mills County.

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

If yes, please explain the source and conditions. (Please note here if you have previously been awarded funding for this project from the Statewide TAP program or from a Local Project TAP program administered by an MPO or RPA.)

Estimated Project Development Schedule

| | | | | |
|-------------------|------------|------------|-----------------|------------|
| Design | Start date | 01/09/2023 | Completion date | 01/23/2023 |
| Land acquisition | Start date | | Completion date | |
| Construction | Start date | 05/22/2023 | Completion date | 06/01/2023 |
| Noninfrastructure | Start date | | Completion date | |

Has any part of this project been started? ☒ Yes ☐ No

If yes, please explain.

Preliminary Engineering has been started

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** discussion of the project. Please **limit to five pages** in length. Your narrative should incorporate answers to the following questions.
1. What is the project? Provide a clear description of the concept of the proposed project, including such information as existing site conditions, trail length, number/acreage of parcels to be acquired, general construction activities planned, etc. For a nonconstruction project, provide a summary of the planned activities to be part of the project with a description of each. 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.
 2. Why is the project needed? Provide adequate project justification based on existing or estimated future use of the facility. If the project is a SRTS project, your discussion should address the existing hazards to walking or biking to school and how your project will mitigate these hazards.
 3. If your project is a trail or sidewalk project, how will it enhance connectivity to other existing transportation facilities or provide linkages with local amenities, activity nodes, or points of interest? This may include a description of how the project will assist older citizens, the economically disadvantaged, persons with disabilities, nondrivers, or other special populations or groups to access the transportation system.
 4. How does your project relate to the transportation system and what is its functional relationship, proximity, or impact to an existing or planned transportation facility? If this is a regional project, what is its value to your region and how will it be a functional addition to the transportation system and region as a whole if no additional development funds are received? If this is a statewide or multiregional project, assess the value of this project from a statewide or multiregional perspective.
 5. If this project is part of a larger multiphase project, how will your project complement the phases already completed or planned for the future? Keep in mind that the discussion of other completed or future phases of your project should not be the focus of your application or this narrative.
 6. How ready is your project to begin? For example, is all funding in place or are some initial steps completed (e.g., environmental studies, preliminary design)? If some parts of the project have already been started, describe how that head start will allow your project to move quickly once awarded.
 7. Are there environmentally sensitive or culturally significant areas that may be affected by your project? If so, how might those areas influence your project's ability to gain compliance with Section 106 or National Environmental Policy Act of 1969 requirements?
 8. To what degree will the proposed project fulfill the goals and/or priorities of the most recent MPO or RPA long-range transportation plan?
- ☒ B. 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. If the project is a SRTS project, the map shall indicate the K-8 school(s) to be served by the project, show a 2-mile radius of the school, identify neighborhoods served by the school, and hazards for children to walk or bike to school. 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. **Limit map sizes to no larger than 8.5-by-11-inches.**

- ☒ C. 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.)
- ☒ D. **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.
- ☒ E. 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. The itemized breakdown should reflect costs in the planned project execution year estimated in your time schedule provided as part of item F below. It is preferable that this breakdown be provided by a licensed professional. If not, it is the responsibility of the applicant to explain the rationale and source of the assumptions used to develop the cost breakdown to allow a reviewer to have confidence in their accuracy.
- ☒ F. An estimated **TIME SCHEDULE** for the total project development. Local Project TAP program funded projects will be required to be programmed within the next four-year Transportation Improvement Program (TIP) window. Once programmed, a project funding agreement will be executed and projects will be required to submit a concept statement and initiate preliminary plans within the programmed year. Projects will be required to be let within two years of funds being available (programmed) 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.
- ☒ G. 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.
- ☒ H. If applicable, a **LETTER OF SUPPORT** of the project from the scenic or heritage byway board. The board's letter should also address the project's relationship to the byway's intrinsic qualities, how the project will also have a statewide or multiregional impact, and whether the project is included in the byway's current corridor management plan.
- ☒ I. If applicable, the **ITEMS LISTED IN ATTACHMENT B** shall be provided. If this project application is for a SRTS project, the applicant will complete and address the items provided in Attachment B, which are required only if the project is applying as a SRTS project. Failure to provide this information may result in the project not being considered as a SRTS project under the Statewide TAP program.
- ☒ 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 if the project will include construction within Iowa DOT right of way.
- ☒ L. A completed **MINORITY IMPACT STATEMENT**.

The award of Iowa's TAP program funds; any subsequent funding or letting of contracts for design, construction, reconstruction, improvement, or maintenance; or the furnishing of materials 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 GLENWOOD

Ron Kohn, Mayor


Typed name and title

1) What is the Project?

- The Glenwood City Trail is a shovel ready 0.75 Mile trail to connect the High school to the Middle School and the Soccer Complex
- The trail component extends from the edge Sharp Street and O'Fallons Creek to the Soccer Complex on the NE corner of town.
- This entire project lies within the property of the City of Glenwood and Glenwood Community Schools.

2) Why is the project needed?

1. Safety.
2. SRTS: Children of all ages currently walk on shoulders of Sharp Street (possibly the busiest road in town), cross Sharp Street during its heaviest traffic area, and traverse along Sivers Road on a daily basis whether going to school or activities at the athletic complex. The middle school not only serves kids from grades 6-8, but it is also the bus transfer location for all grades. The children to the South and West of the complex will find safer access to the Middle School, Northeast Elementary School, the High School, the athletic complex, the youth sports complex and the aquatic center. Children to the North will find it safer and easier to access the park, the youth sports complex, the YMCA and the High School. This children to the West will have improved access to the park, the Middle School, Northeast Elementary School and West Elementary school.
3. Supporting Disabled Citizens:
 - Access: Many facilities today in this area are not accessible to disabled people or mothers with strollers. This is especially true when the soil is wet. Due to heavy participation many newer soccer fields and baseball fields have zero access from a road, sidewalk, or trail. This has forced disabled people to watch their children/grandchildren from 200-300 feet away where they can reach the closest accessibility point.
 - 100% of this trail will be developed with ADA standards in mind.
4. Community Health:
 - This project will provide the means to enhance the quality of life for any and all resident or visitor of Mills County. Per www.countyhealthrankings.org over the past 5 years Mills County has ranked 95th, 94th, 94th, 61st, and 76th in 'Quality of Life' of Iowa's 99 counties. 'Quality of Life' was a significant measurement to even worse ranking ins 'Health Outcomes'.
 - ii. Bicyclists, roller bladers, runners, and hikers all find it difficult to enjoy Glenwood due to tight roads and the hills. This will provide them 2.5 miles of flat surface to utilize.
 - Economically – as this trail expands from here it has a tremendous opportunity to support economic expansion as other trails have enjoyed similar value from bicycling visitors.
5. Environmental Benefits:
 - Erosion correction – under the Sharp Street bridge heavy erosion has taken place due to inadequate drainage. This will be corrected to allow for an underpass.

3) If your project is a trail or sidewalk project how will it enhance connectivity to other transportation facilities or provide linkages with local amenities, activity nodes or points of interest.

- Transportation facilities: The middle school serves as a bus transfer points for all schools and bus routes within the district. This linkage ties directly with the Safe Routes to School emphasis that

will especially serve the children of Glenwood to the South and East of the Middle School. SWITA (Southwest Iowa Transportation Agency) and other taxi services are frequently picking up and dropping off people in the park where this trail will offer service to and from.

- Linkages to local amenities, activity nodes, or Points of Interest
- This project is open to all residents and visitors and especially supports older citizens, physically and economically disadvantaged, and non-drivers with access to all of the following amenities.
- High School – There are activities that happen year around that will be accessible
- Glenwood Aquatic Center – This new facility is difficult for non-drivers to access today. This trail and new bridges will support them. The proposed 5th bridge takes pedestrian traffic off of Sivers Rd to improve safety and access to the aquatic center.
- Glenwood Youth Soccer, 'Lil Rams Football, and HS Soccer fields – These facilities are supported within this plan and contain 3600 ft of trail to directly support them to improve access for all citizens.

4) How does your project relate to the transportation system and what is its functional relationship, proximity, or impact to an existing or planned transportation facility? If this is a regional project, what is its value to your region and how will it be a functional addition to the transportation system and region as a whole if no additional development funds are received? If this is a statewide or multiregional project, assess the value of this project from a statewide or multiregional perspective.

- This project is anchored to E Sharp St as it is where the Trailhead is located. However it is planned to also significantly reduce the pedestrian traffic on Sivers Rd which is to the North and West of this project.
- This project is a key phase of a regional project that will connect Glenwood to the Wabash Trace and to the Keystone Trail in Bellevue, NE. This will create a roughly 60 mile loop through Omaha, Bellevue, Council Bluffs, and Glenwood. Similar trails with a loop have created tremendous economic and social values to impacted communities. If projections of 300-1000 riders per day are accurate, then depending on events and accommodations the economic impact could be significant.
- If no additional development funds are received then this project will not happen nor will the regional impact phases.

5) If this project is part of a larger multiphase project, how will your project complement the phases already completed or planned for the future? Keep in mind that the discussion of other completed or future phases of your project should not be the focus of your application or this narrative.

- At the North end of the trail along Keg Creek, the trail falls in line with the projected trail to the Wabash Trace.
- At the South end of the trail in Lake Park, the trail at this point could follow a shared roadway or acquisition of private property to connect to the trail to Bellevue, NE.
- The route to Malvern is not identified at this time, but feasibly the far East point along Sharp St could be a potential route.

6) How ready is your project to begin? For example, is all funding in place or are some initial steps completed (e.g., environmental studies, preliminary design)? If some parts of the project have already been started, describe how that head start will allow your project to move quickly once awarded.

- The project is shovel ready in that all the property is formally transferred and owned by the school and the city.

- A 28E agreement is agreed to and is in final process.
- Preliminary design work has been completed by HSR, HGM and the University of Iowa Engineering students.
- Funding – thus far \$18,000 is confirmed by the Mills County Trails Board.

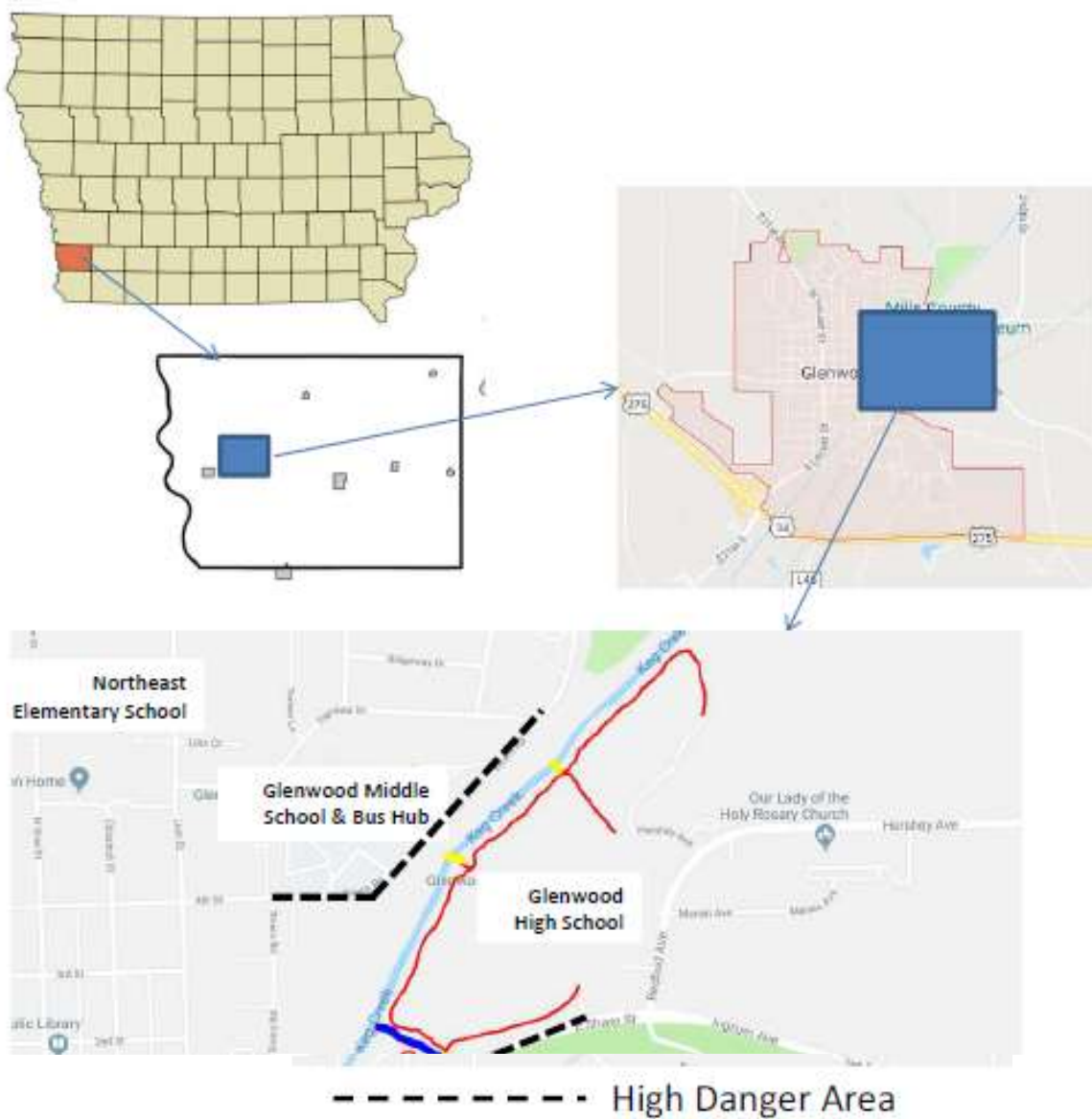
7) Are there environmentally sensitive or culturally significant areas that may be affected by your project? If so, how might those areas influence your project's ability to gain compliance with Section 106 or National Environmental Policy Act of 1969 requirements?

- There are no environmentally sensitive or culturally significant concerns to this property.

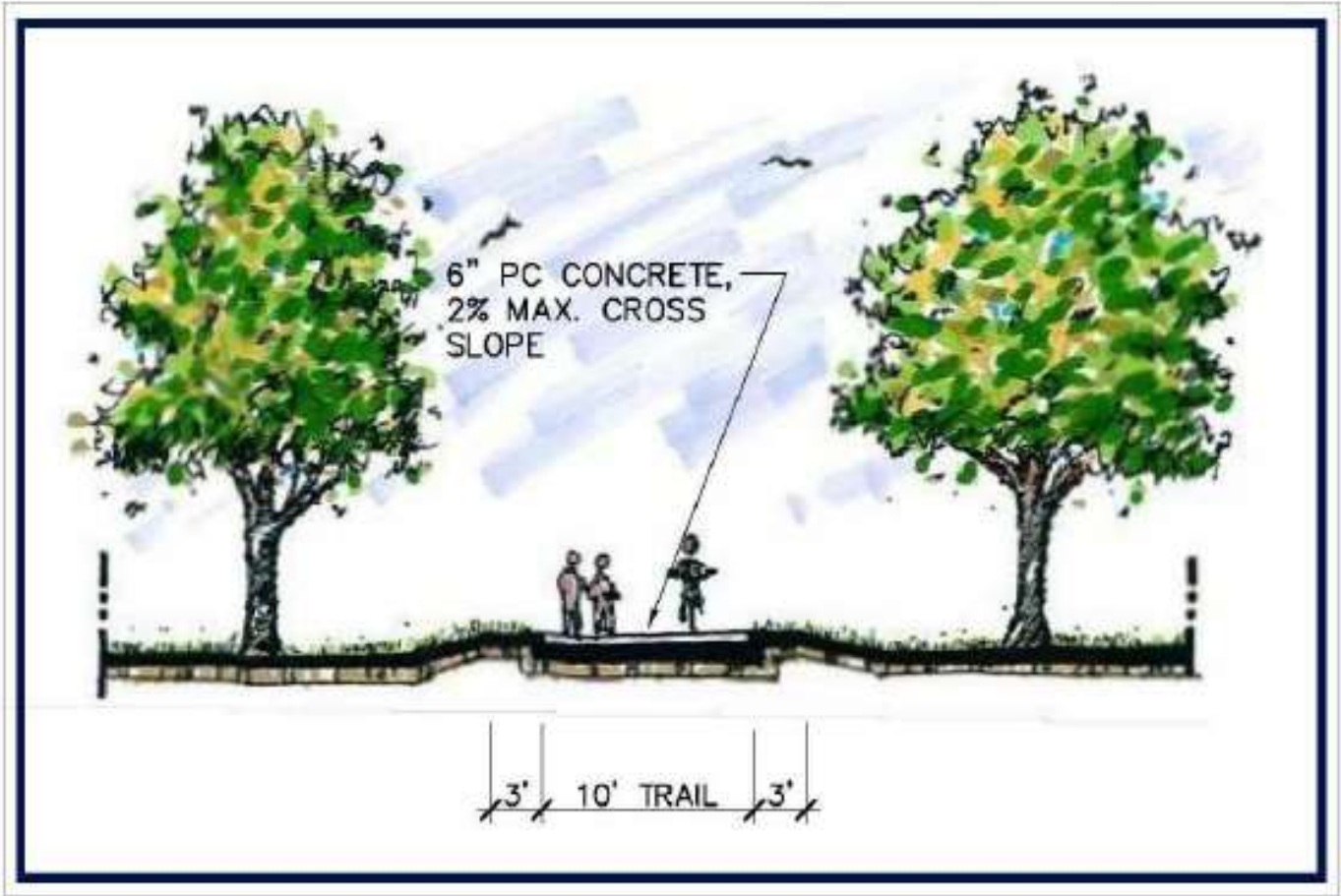
8) To what degree will the proposed project fulfill the goals and/or priorities of the most recent MPO or RPA ~~longrange~~ transportation plan?

- The Heartland 2050 plan developed by MAPA clearly identifies the need for trails, particularly those that present a regional impact. The 2016 action plan clearly states under goal 3 outcome 3.1 "...providing walking and biking access." – this project helps satisfy that goal.

B









| CONSTRUCTION COSTS | | |
|---------------------------|----------------------|-----------|
| Engineering | | |
| | Site | \$ 13,750 |
| | Design | \$ 4,650 |
| | | |
| Earthwork | | |
| | Remove Soil | \$ 2,425 |
| | Excavation | \$ 850 |
| | Silt Fence | \$ 1,365 |
| | Erosion Control | \$ 1,525 |
| | Water Management | \$ 1,278 |
| | | |
| Pedestrian Trail | | |
| | 0.7 M Trail Paving | \$ 68,450 |
| | Sanitation and Water | \$ 500 |
| | | |
| Subtotal | | \$ 94,793 |
| Contingency (5%) | | \$ 5,000 |
| | | |
| Project Total | | \$ 99,793 |

| TIMELINE | |
|-----------------|----------|
| Design | 1/1/2023 |
| Soil Prep | 4/1/2023 |
| Paving | 5/1/2023 |
| Reseeding | 8/1/2023 |



City of Glenwood
5 North Vine Street
Glenwood, Iowa 51534-1707

RON KOHN
MAYOR

City: 712-527-4717

G

January 5, 2018

To Whom It May Concern:

I am writing in regards to the application for Iowa's Transportation Alternative Transportation (TAP) Funds.

As Mayor of Glenwood, I am writing to assure you that the city of Glenwood will do all that it can to work with the Glenwood Community School District and the Mills County Trail Board in completing the proposed trail project being submitted by the Mills County Trails Board. On behalf of the City Council, I want to assure you that the City of Glenwood intends to adequately maintain our portion of the system for a minimum of 20 years after the trail is completed.

As Mayor of Glenwood, I am a firm believer in the value of trails for our small Iowa towns. Glenwood has been the starting point for a number of Ragbrai events and the experience has been memorable for our residents and those who participated in the ride. While not directly on the Wabash Trace, many riders go out of their way to ride into Glenwood and enjoy visiting our city.

We appreciate your consideration of financial assistance for the project and we look forward to working with the Mills County Trail Board and the Glenwood Community School District in constructing this outstanding project.

Respectfully,

Ron Kohn

Mayor of Glenwood

ATTACHMENT B – SAFE ROUTES TO SCHOOL

1)

| | | | |
|--|---------------|-----------------|---------------|
| a) School name | NE Elementary | West Elementary | Middle School |
| b) Grades of students at school | K-2 | 3-5 | 6-8 |
| c) Number of students at school | 447 | 431 | 453 |
| d) Number of K-8 students at school | 447 | 431 | 453 |
| e) Distance eligibility for riding a bus (radius) in miles | 2 miles | 2 miles | 2 miles |
| f) Number of K-8 students who currently walk to school | 20 | 46 | 35 |
| g) Number of K-8 students who currently bicycle to school | 0 | 5 | 15 |
| h) Number of K-8 students currently driven to school | 200 | 100 | 125 |
| i) Number of K-8 students currently bused to school | 227 | 280 | 278 |
| j) Number of K-8 children eligible for busing | 324 | 292 | 282 |
| k) Number of K-8 students who attend this school and live within 2 miles of the school | 123 | 139 | 171 |

2)

a) **Measurements:** The Safe Routes To School component of this project will be evaluated via subjective and objective data. This will be critical as more trails are considered throughout Glenwood.

Subjective: Observing usage of the trail to the schools, asking children and parents for feedback, and ask if there are more needs to ensure safety and usage.

Objective: Trail counters will be placed on the trail to measure usage which will include time. By analyzing the time of use data, we can correlate usage to and from school vs times when school access is not a consideration.

b) **Determination of bicycle vs walking:** This could be a student project for school or out-of-school activities by observing and reporting the information.

c) **Specific User Goals:** We anticipate that 7500-20,000 users annually is a reasonable expectation given the access and location of this trail. Of this assuming 180 days of school with an average of 30 students using the trail on average would equate to 5400 users alone. Trail expansion could double this.

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.

- 1) **Public Input:** This project was first identified in a public mapping session that took place in 2014 and involved roughly 250 Mills County citizens. This was when the first hard surface and soft surface trail plans were developed. In 2015 the discussions began with the city, school and the trails board following interest after the first trail priority was announced. Once the first draft of the plan was developed, meetings with city, park, and school officials began as well as local youth organizations to collect their feedback on the map. Adjustments were made and the map became public. Through this announcement via social media, radio, and print; excitement grew for the project and in January of 2016 a formal presentation was given at the Mills County Trails Board annual meeting. This was attended by roughly 65 citizens. In June of Glenwood Area Chamber After Hours event in which roughly 45 very interested citizens attended to provide feedback. Outside of media efforts, over 500 people have seen a presentation on the trail or have been a part of the planning in some capacity. Feedback from officials and citizens have offered up the need for more bridges, environmental considerations, and the spur from the park through the youth baseball complex.
- 2) **Adjacent Property Owners:** The trail and trailhead will be placed on city and school property and the trail sits along Keg Creek or its tributary for almost all of its path. Due to the creek barrier the trail will not come within 700 feet of private property outside of the far Northern boundary where the soccer complex meets Richard and Matt Biermann's farms; here the trail will be placed roughly 25 feet from the boundary depending on the final design input from the soccer club. Richard and Matt have been aware of the Keg Creek Trail project which included this section of the project and realize the need for the community.
- 3) **Regional Planning:** This project is included in the Loess Hills Missouri River Region plan (Parks to People), the Mills County Hard Surface Trail Plan, and the Lewis and Clark Trail Plan. This is the first phase of the larger effort to connect Glenwood to the Wabash Trace and to Bellevue creating a 50-70 mile loop in Iowa and Nebraska.
- 4) **Partnerships:** Many partners and beneficiaries exist for this project, here are the primary contributors:
 - a. **City of Glenwood:** Property owner, stakeholder, 28E participant, beneficiary
 - i. Critical in planning, Indicating financial support
 - b. **Glenwood Community Schools:** Property owner, stakeholder, 28E participant, beneficiary
 - i. Critical in planning, Indicating financial support
 - c. **Mills County Trails Board:** Lead Organizer, fundraiser, 28E participant
 - i. Critical in planning, Approved \$10,000 to date
 - d. **Glenwood Parks Board:** Beneficiary, stakeholder, provides feedback
 - i. Critical in planning
 - e. **Mills County:** Providing Bridges, critical knowledge via the engineers office
 - f. **Mills County Historical Society:** Donated property to school for this project
 - i. Involved in early planning
 - g. **Metropolitan Area Planning Agency:** Grant ID, Developer and Submission (outside of this grant)
 - h. **Mills County Public Health:** Supporter of Mills County Trails Board efforts and data provider
 - i. **Loess Hills Missouri River Region (Parks to People):** Regional Support Board
 - i. Probable that a recent grant from Mid-American Energy will support this project

- j. **Frontier Iowa Trails:** Multi-County trails group headed by US National Park Service
- k. **Golden Hills RC&D:** Supports with feedback and grant ID
- l. **Little Rams Football:** Beneficiary
 - i. Has provided some feedback on location and considerations
- m. **Glenwood Aquatic Center:** Beneficiary
 - i. Due to feedback a bridge to improve access is part of the plan
- n. **Mills County YMCA:** Beneficiary
- o. **Glenwood Baseball and Softball Club:** Beneficiary
 - i. Has provided feedback and considerations
- p. **Glenwood Soccer Club:** Beneficiary
 - i. Has provided feedback and considerations



Minority Impact Statement

Pursuant to 2008 Iowa Acts, HF 2393, Iowa Code 8.11, all grants 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.

Due to the lack of access for people with disabilities for many of the youth complexes, this trail will support those persons with a paved ADA compliant trail for them to attend and participate in these events. Persons with disabilities will have improved access to the Glenwood Soccer Club soccer complex, the youth baseball complex, the Little Rams Football complex, and Glenwood Lake Park.

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.

There are no expected negative impacts to minority persons

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.

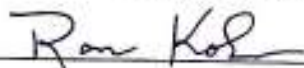
☐ Women ☐ Persons with a disability ☐ Blacks ☐ Latinos ☐ Asians
☐ Pacific Islanders ☐ American Indians ☐ Alaskan Native Americans ☐ Other _____

☐ 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.

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

Name Ron Kohn



Title Mayor of the City of Glenwood

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.