



## Iowa Department of Transportation

### APPLICATION INSTRUCTIONS FOR IOWA CLEAN AIR ATTAINMENT PROGRAM (ICAAP) FUNDS

The attached application form shall be used to request funding assistance from the Iowa Clean Air Attainment Program.

1. The original and seven copies of the completed application must be submitted, either typewritten or printed in legible handwriting. Information must be clear, concise, and accurate. Photocopies of the application may be used. Additional pages may be attached if the space provided on the application is insufficient.
2. Incomplete applications may be returned to the applicant to be completed and resubmitted. All information submitted as part of this application, as well as any additional information requested by the Department, will be used to evaluate the applicant's proposed ICAAP project or program.
3. Submit the completed application and all supporting documents to the appropriate Iowa Department of Transportation District Office. The District Office locations and addresses are shown on the attached map and in Appendices C and D of the ICAAP Application Handbook.
4. **The completed application is due at the District Office by October 1.**



Iowa Department of Transportation

APPLICATION FORM FOR  
IOWA CLEAN AIR ATTAINMENT PROGRAM (ICAAP) FUNDS

General Information

Project Sponsor (Applicant): Greater Des Moines Partnership  
(Government Entity, Non-Profit Organization<sup>1</sup>; or Individual<sup>1</sup>)

Contact Person (Name & Title): Jay Byers, Senior VP, Public Policy

Complete Mailing Address: 700 Locust Street, Suite 100

Des Moines IA 50309 515.286.4963  
City State Zip Daytime Phone

If this is a jointly-sponsored application, please state the sponsor name, contact person, mailing address, and telephone number of all other joint sponsors. (Attach additional pages as needed if more than two joint sponsors are involved.)

Joint Sponsor: Des Moines Area MPO

Contact Person (Name & Title): Tom Kane, Executive Director

Complete Mailing Address: 6200 Aurora Ave., Suite 300W

Urbandale IA 50322 515.334.0075  
City State Zip Daytime Phone

Project?: Transit 2030 Task Force

Project Description: The Greater Des Moines metropolitan area's population is expected to

double in the next 25 years, bringing with it the potential to adversely affect our air quality and mobility in the metro area. The Greater Des Moines Partnership is preparing for this future growth through the Transit 2030 Task Force, to proactively develop programs, systems, and operations to mitigate future transportation and quality of life issues.

\* Project priority (1 = highest priority): 1 (a sponsor submitting multiple applications in this funding cycle must assign a numerical rank or priority to each application.)<sup>3</sup>

\* Assign the proposed project to one or more of the following categories (check one or more):

- |  |   |
|--|---|
| <input type="checkbox"/> Transportation-related project in the State Implementation Plan (SIP) | <input type="checkbox"/> Shared-Ride  |
| <input type="checkbox"/> Transportation Control Measure (TCM)                                  | <input type="checkbox"/> Bicycle or Pedestrian Facility or Program (circle one)                         |
| <input type="checkbox"/> Traffic Flow Improvement (intersection, signalization, other)         | <input type="checkbox"/> Intermodal Freight or Passenger (circle one)                                   |
| <input checked="" type="checkbox"/> Planning and Project development                           | <input type="checkbox"/> Alternative Fuels  |
| <input type="checkbox"/> Travel Demand Management (TDM)  | <input type="checkbox"/> Vehicle Inspection and Maintenance Program                                     |
| <input checked="" type="checkbox"/> Transit-Related Improvement                                | <input checked="" type="checkbox"/> Outreach Activity (Education, Advertising, or Technical Assistance) |
| <input type="checkbox"/> Other project   |   |

	Yes	No	Not Applicable
* Is the project consistent with the State Implementation Plan for air quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
* Is the project consistent with the state or local (circle one) Congestion Management Plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
* Is the project consistent with the MPO, RPA, or statewide (circle one) Long-Range Transportation Plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Notes: <sup>1</sup>Requires public agency as co-sponsor of application.  
<sup>2</sup>The term "project" means any ICAAP infrastructure or program proposal.  
<sup>3</sup>The Iowa Department of Transportation will use the priority ratings to reflect the sponsor's preference if two or more applications from the sponsor have equal rating scores resulting from the ICAAP project evaluation process.

Project Costs (*An itemized breakdown must be included on an attached sheet*):

Total Cost of Project	\$ \$100,000
Iowa Clean Air Attainment Program Fund Request	\$ \$80,000
Applicant Funds ( <i>Local Match</i> )	\$ \$20,000
Other Funding Sources ( <i>Specify below</i> )	\$ _____

	Other Funding Sources	Amount	Funding	
			Assured	Anticipated (Date Anticipated)
1.				
2.				
3.				

Are any state funds involved in this project?     Yes     No

If yes, please explain the source and conditions \_\_\_\_\_

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

If yes, please explain the source and conditions \_\_\_\_\_

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Requested Year(s) of Funding   FY 2006  

Estimated Project Development Schedule:

Start January 2006      Completion December 2006

Has any part of this project been started?     Yes     No

If yes, explain Transit 2030 Task Force is currently being formed and will begin its work in August of 2005. Initial work will include goal setting, developing a framework for the Task Force and other administrative functions. Upon receipt of funding, the Transit 2030 Task Force will develop a more detailed timeline for proposed enhancement efforts.

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How do you plan to measure the success of this project? The taskforce will evaluate progress and benchmarks in September 2007.

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**Required Documentation and Narrative Information**

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

- A. A NARRATIVE assessing existing congestion/air quality conditions, outlining the concept of the proposed project, and providing adequate project justification. How will this project reduce congestion and/or improve air quality? Which transportation-related pollutant(s) are being addressed: carbon monoxide, ozone, or PM?
- B. A MAP identifying the location of the project.
- C. An ITEMIZED BREAKDOWN of the total project costs.
- D. A TIME SCHEDULE for the total project development.
- E. AN OFFICIAL CERTIFICATION from the applicant's governing body (authority) that it shall:
  - (1) commit the necessary local matching funding for project implementation and
  - (2) upon project completion, be responsible for adequately maintaining and operating the project for public use during the project's useful life.
- F. AN ADOPTED FORMAL RESOLUTION from the appropriate MPO or RPA declaring the sponsor's proposed project or program conforms to the MPO's or RPA's regional transportation planning process and transportation plan and, if applicable, the congestion management plan in TMAs.
- G. CALCULATIONS for vehicle emission reductions and total project cost effectiveness for the targeted pollutants. Project applicant must show through a quantitative analysis how many kilograms of pollutant will be reduced (CO, VOC, NOx, and if applicable PM). Project sponsor must calculate the cost effectiveness of the project by: Dividing the total annualized project cost by the number of kilograms per year of pollutant reduced (\$ per kg). Applicant must also show all assumptions and sources of data used to calculate the estimates. The applicant must use the most current vehicle emission factors developed by the Iowa DNR and consistent with the EPA's MOBILE 6.2 air quality model. These emission factors are periodically updated and may be obtained from the appropriate Iowa DOT district office or the Iowa DOT Office of Systems Planning (Telephone (515) 239-1681 or 1669). ICAAP application handbook and current emission factors are also available on the DOT's ICAAP website at: <http://www.sysplan.dot.state.ia.us/icaap.htm>

The award of funds; any subsequent 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 Sections 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 the attached OFFICIAL ENDORSEMENT(S.) binds the participating local governments to assume responsibility for adequate maintenance of any new or improved facilities.

If ICAAP funding assistance is approved for the project described in this application, I understand that an executed contract between the applicant and the Iowa Department of Transportation is required before such funding assistance can be authorized for use in implementing the project.

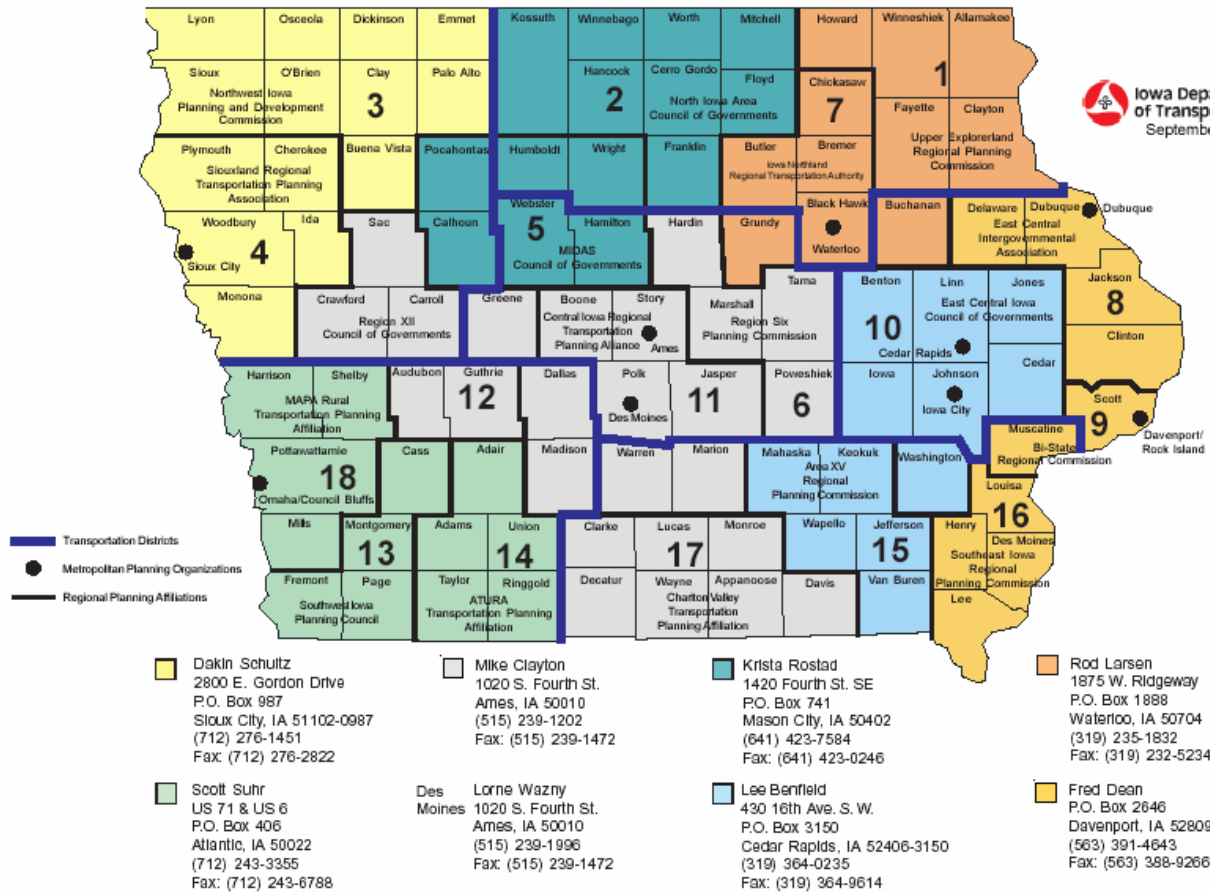
Representing the Greater Des Moines Partnership  
(Name of Applicant's Governing Authority)

Martha Willits, President & CEO 8.19.05  
Typed Name & Title (Governing Authority Official) Typed Date

\_\_\_\_\_  
Signature Date

# District Transportation Planners' Areas of Responsibility

## Metropolitan Planning Organizations and Regional Planning Affiliations



July 15, 2005

Mr. Tom Kane, Executive Director  
Des Moines Metropolitan Planning Organization  
6200 Aurora Avenue, Suite 300W  
Urbandale, IA 50322-2866

RE: Iowa Clean Air Attainment Program – Letter of Intent

Dear Tom:

The Greater Des Moines Partnership plans to submit an application to the Des Moines Area Metropolitan Planning Organization for Iowa Clean Air Attainment Program (ICAAP) funding. A brief description follows.

**Transit 2030 Vision** – Over the past year, community and business leaders have developed a transportation vision for Greater Des Moines that would encourage individual mobility choices and support economic development. The five-point vision outlines what community leaders would like our transportation system to be like in 2030. The vision takes conventional ways of getting around the metro and challenges the community to think bigger.

This project would take the vision the committee developed and begin to develop strategies and a work plan to push our community to think about transportation, land use and mobility differently than ever before. This work will include holding quarterly meetings with business leaders and public entities to monitor and develop strategies to implement the plan, bringing in speakers to share effective solutions used in peer cities, and developing an awareness-building campaign to create consensus around the ideas the committee outlined. The estimated cost is \$100,000, of which \$80,000 of ICAAP funding will be requested.

If you have any questions, please let me know.

Sincerely,



Jay Byers  
Sr. Vice President  
Government Relations and Public Policy



## Greater Des Moines Partnership Transit 2030 Task Force Narrative

### **Background:**

#### **Background:**

The Greater Des Moines area makes up the largest metropolitan area in Iowa. The current population of 456,022 is expected to nearly double to 751,105 by the year 2030. The two largest employment centers – downtown and West Des Moines – are also growing exponentially. Downtown currently has 60,000 downtown workers and is expected to grow to 113,842 employees in the next 25 years. West Des Moines employment is projected to increase from 34,875 to 73,610 workers. In addition, Dallas, Madison and Warren counties send more than half of their residents to other counties for employment.

This increase in residents and workers results in additional vehicle trips from 2,849,385 in 2000 to 4,475,119 by the year 2030. This translates to a 63.6% increase in emissions. This exponential growth brings unique transportation and air quality challenges.

Over the past year, community and business leaders developed a transportation vision for Greater Des Moines – Transit 2030 Vision. Martha Willits, President and CEO of the Greater Des Moines Partnership chaired the Transit 2030 Committee. The five-point vision outlines what community leaders want the transportation system to be like in the year 2030.

The Transit 2030 Vision follows:

In 2030, Greater Des Moines' world-class metropolitan community will move on a world-class transportation system that:

- **Invigorates the local economy**, reduces reliance on single-occupant vehicles and guarantees the shortest commute to work time of any metropolitan area in America.
- **Plays a proactive role** in planning and growing a connected community composed of a vibrant downtown Des Moines, thriving neighborhoods and outstanding suburban communities.
- **Enhances quality of life** by making it possible for everyone to enjoy all facets of culture, entertainment and education.
- **Innovates and leads** in providing regional and multi-modal mobility solutions in a cost-efficient and cost-effective manner.
- **Attracts all customers** by providing safe, convenient, accessible, clean, affordable and comfortable service.

The Transit 2030 Committee also developed initial strategies to work toward the vision:

- Develop and implement a Strategic Plan for the Metropolitan Transit Authority (MTA).
- Integrate regional land use (development) decision-making process with transportation planning process through the Des Moines Area Metropolitan Planning Organization.
- Elevate and align Polk County's comprehensive plan with vision.
- Achieve a dedicated funding source for transportation improvements.
- Align Transportation Management Association (TMA) goals with vision.
- Heighten business community involvement in the transportation planning process.

The Transit 2030 Vision was announced to the community in June 2005 with a press conference and public luncheon. These events resulted in community support for the Transit 2030 Vision and reiteration for its crucial need.

The Transit 2030 Committee charged the Greater Des Moines Partnership with implementing the Transit 2030 Vision. As a result, the Greater Des Moines Partnership is in the process of developing the Transit 2030 Taskforce.

### **Project Description**

The Greater Des Moines Partnership is currently developing the Transit 2030 Taskforce to begin to address these air quality and mobility issues through a taskforce of business leaders, developers, residents and technical representatives. This taskforce will consist of technical representatives from the Des Moines Metropolitan Transit Authority, Des Moines Area Metropolitan Planning Organization, Iowa Department of Transportation, Transportation Management Association, and city and county planners representing area governments. The taskforce will work jointly with the Des Moines Area Metropolitan Planning Organization to ensure the public-private connection.

The Transit 2030 Taskforce that will work to:

1. Improve the area's transit service and encourage public use
2. Enhance the connectivity and effectiveness of the transportation system
3. Encourage smart growth and density
4. Decrease the use of single-occupancy vehicles
5. Reduce vehicle emissions and improve air quality

Initial development of the Transit 2030 Taskforce will be supported using current resources. However, additional resources will be needed to take this program to the next level and begin to influence change.

With additional funding, the Transit 2030 Taskforce would:

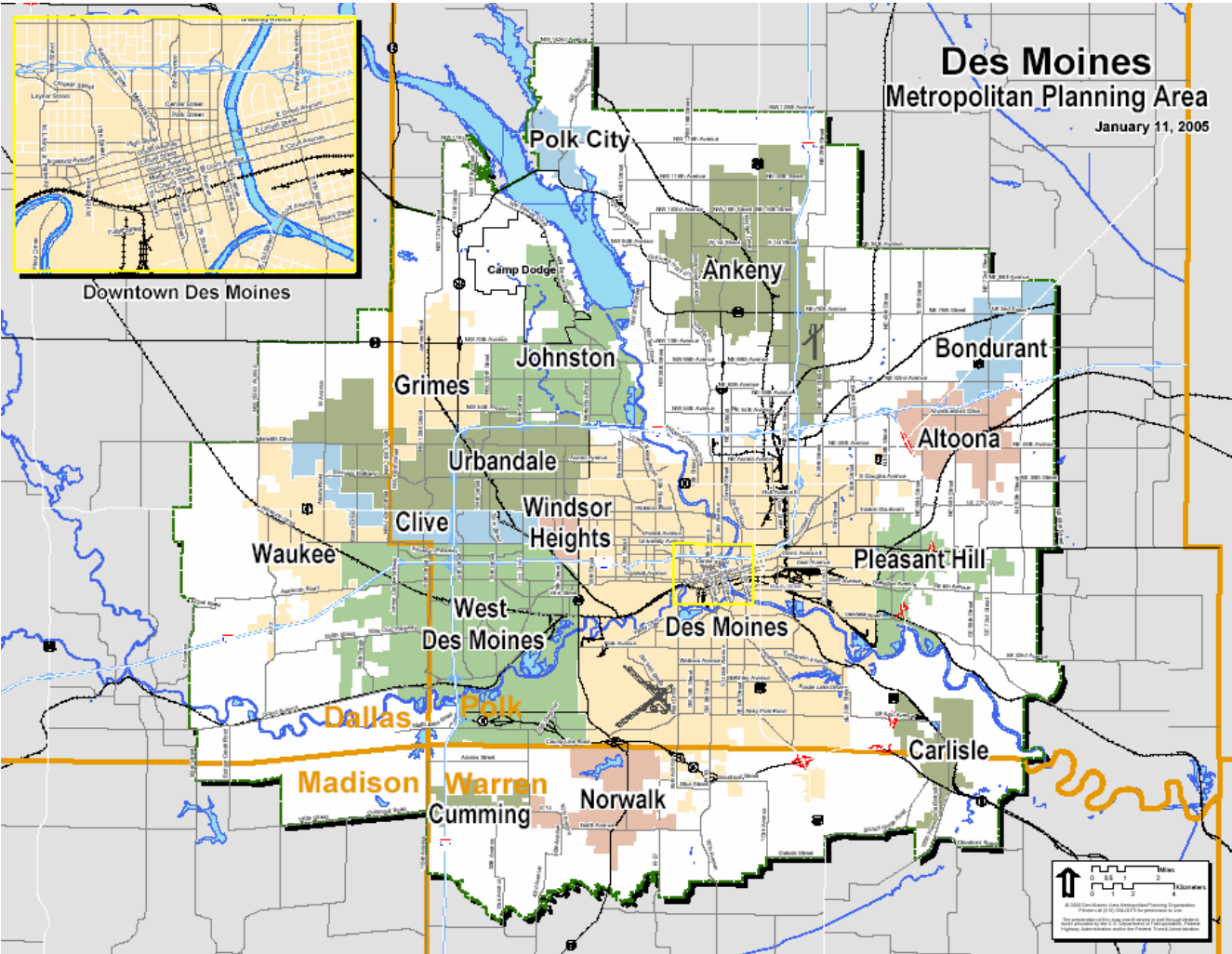
- Develop materials to explain the situation to business executives and community leaders to build community support. These sales tools will make the case for drastic efforts to reduce the number of single-occupancy vehicles on the streets, enhance the transportation system and improve air quality.
- Expand transportation events featuring speakers who will share new ideas, build support and instigate change. Currently one transportation event is held each year. This series of events

would build momentum, chip away at current perceptions and leave a lasting and permanent impression.

- Create additional web information and tools for the Transit 2030 Taskforce. This web presence is an important tool for sharing information with the community about progress and seeking input and feedback.
- Research effective land use, smart growth, innovative transportation systems, and other relevant topics. The taskforce will work with other communities who have been effective to learn from and leverage their experience.
- Travel to several cities whose best practices could be applied in Des Moines. These trips would provide real case studies for what has worked in other places to increase local knowledge of innovative transportation systems and effective land use.
- Seek additional resources and consultants to provide insight and suggestions for improving the transportation system and its connectivity and accessibility.

### **Project Importance**

The Des Moines area is the largest metropolitan area in the state, with population and employment expected to double in the next 25 years. These increases have the potential to adversely affect air quality and mobility in the metro area. The Greater Des Moines Partnership is preparing for this future growth through the Transit 2030 Taskforce, to proactively develop programs, systems, and operations to mitigate future transportation issues. This taskforce will drive the effort to reduce the number of cars on the streets, advocate for improved transportation systems, and maintain air quality standards into the next two decades.



**ITEM C****Budget**

Educational Forums (speaker fees, transportation, lodging, facility, marketing)	\$20,000
Best Practices Site Visits (transportation, lodging, expenses)	\$15,000
Quarterly Task Force meetings (facility, materials)	IN KIND
Educational Materials/Outreach (development and printing)	\$10,000
Research	\$17,500
Consultant Fees	\$25,000
Web Development	\$12,500
Task Force Staff	IN KIND
Total:	\$100,000
ICAPP Share:	\$80,000
Local Funding:	\$20,000

**Timeline**

The Transit 2030 Taskforce is currently being formed and will begin its initial work between August 2005 and August 2006. Initial work will include goal setting, development of a framework for the Transit 2030 Taskforce, and other administrative functions. Upon receipt of this funding, the Transit 2030 Taskforce will develop a more detailed timeline for the proposed enhancement efforts. Programs and activities will be planned throughout the year, from September 2006 – September 2007.

Initial tasks in August 2006 will likely include identification of speakers and site visits, research and development of educational materials, creation of web tools and working with public officials and business leaders to plan and implement changes to the transportation system that will:

1. Improve the area's transit service and encourage public use
2. Enhance the connectivity and effectiveness of the transportation system
3. Encourage smart growth and density
4. Decrease the use of single-occupancy vehicles
5. Reduce vehicle emissions and improve air quality

Implementation of all of the above projects and activities will take place throughout the year. The taskforce will evaluate progress and benchmarks in September 2007.

## ITEM E

### **Certification**

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Representing the Greater Des Moines Partnership  
(Name of Applicant's Governing Authority)

Martha Willits, President & CEO  
Typed Name & Title (Governing Authority Official)

August 19, 2005  
Typed Date

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

## ITEM G

### Emissions Calculations

Today, there are approximately 2,849,385 vehicle trips made each day. The average trip length is 8.3 miles. This means 39, 891,390 vehicle miles are logged each day.

With an average speed of 39 mph, current emission levels are:

VOC  $1.856 \times 39,891,390$  miles = 74,038,420/mile or **74,038kg/mile**  
CO  $16.32 \times 39,891,390$  miles = 651,027,485/mile or **651,027kg/mile**  
NOX  $1.057 \times 39,891,390$  miles = 42,165,199g/mile or **42,165kg/mile**

Projections for the year 2030 show 4,475,119 vehicle trips made each day. Without factoring an increase in trip length, this would mean 62,651,666 miles logged each day. An increase of 63.6%.

Maintaining today's average speed of 39 mph, projected emission levels are:

VOC  $1.856 \times 62,651,666$  miles = 116,281,492g/mile or **116,281kg/mile**  
CO  $16.32 \times 62,651,666$  miles = 1,022,475,189/mile or **1,022,475kg/mile**  
NOX  $1.057 \times 62,651,666$  miles = 66,222,811g/mile or **66,222kg/mile**

Total potential **emission reduction** over the next 25 years:

VOC - **42,243kg/mile**  
CO - **371,148kg/mile**  
NOX - **24,057kg/mile**

Project **cost effectiveness**, based on \$100,000 budget:

VOX - **\$0.42**  
CO - **\$3.71**  
NOX - **\$0.24**

Sources: National Household Travel Survey 2004  
I-235 Communications Study, Iowa Department of Transportation  
Des Moines Area Metropolitan Planning Organization