

# TRANSPORTATION

DMDC

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The transportation system is vital to Greater Des Moines' (DSM's) economy. Businesses and residents depend on a multi-modal network that connects people to jobs, educational opportunities, businesses and services needed to live healthy, productive lives. Additionally, people are driving less with young professionals preferring to walk, bike, use public transit and fly, while the 65 and older population is growing and demanding mobility options.

## The Partnership Supports:

- A national transportation authorization program utilizing federal funding that allows states the flexibility to accomplish national goals within state priorities.
- Increased federal transportation funding to Iowa. The Partnership advocates against reductions in federal funding or redirection of funds to larger metropolitan centers outside the state.
- Increased flexibility in the use of federal funds by local communities.
- Continued improvements to the existing Highway Trust Fund and development of a sustainable, dedicated and sufficient funding solution for the Highway Trust Fund to ensure federal resources are adequate for the ongoing needs of transportation infrastructure.
- A stimulus package to help infuse much-needed funding into the transportation system, ensuring that any stimulus program be well-planned, funding be made available for all modes of transportation with a primary focus on critical infrastructure maintenance and that steps be taken to limit wasteful spending.
- Designating the U.S. 65/Iowa 5 beltway, also known as the Purple Heart Highway, as part of the U.S. Interstate System. Policies and programs that ease the introduction and widespread adoption of emerging transportation technologies.
- Continued federal support for Complete Streets, including increased flexibility to allow multimodal transportation amenities on streets and roadways.
- Continued investment in the Federal Recreational Trails Program as well as the Surface Transportation Program Block Grant Set Aside program.
- Funding of the Bus and Bus Facility Program.
- Ongoing local efforts to improve transit service in the region.
- The Des Moines International Airport's Terminal Concept Plan to create an airport that keeps up with Iowa's growing corporate aviation and commercial passenger demand.
- The efforts of the Federal Aviation Administration (FAA) to work with the Des Moines International Airport and Ankeny Regional Airport to fund capital improvement projects and requests Congress to make timely appropriations of the Airport Improvement Program funds necessary for the capital improvement projects.
- Removal of the Passenger Facility Charge (PFC) cap allowing airports to set a PFC at levels that maintain individual airports through projects that increase capacity or enhance safety.



- Elimination of the Alternative Minimum Tax (AMT) penalty on all airport revenue bonds.
- Privatizing air traffic control towers through the Contract Towers program.
- Ensuring the U.S. Customs and border Protection Office fully staffs its office at the Des Moines International Airport.
- Funding for the Ankeny Regional Airport to construct a south hanger apron and a wildlife fence to reduce or eliminate deer incursions.
- Extending passenger service connecting Chicago, the Quad Cities, Iowa City, Des Moines, Council Bluffs and Omaha, studying the extension of passenger rail service from Minneapolis-St. Paul to Des Moines to Kansas City, and continued enhanced federal investment in passenger rail funding.
- The continuation of the FAST Lane grants for infrastructure projects, included the grant submitted for the Des Moines Transload Facility. Additionally, The Partnership supports the enactment of an infrastructure investment tax credit for, and opposes the re-regulation of, the freight rail industry.
- A modification to the FAST Act, restoring the MAP-21 method of allocation to regional planning areas so those with the most knowledge of transportation needs can prioritize which project warrant funding and eliminate additional statewide competition for these funds.
- Funding for surface transportation projects include:
  - The West First Street reconstruction project in Ankeny.
  - Scotch Ridge Road intersection improvements in Carlisle.
  - The Bridges to Opportunity: Des Moines Community Connections project.
  - The Southeast Connector in Des Moines and Pleasant Hill.
  - The NW 66<sup>th</sup> Avenue Reconstruction and Kempton Bridge Replacement projects in Johnston.
  - The N.E. 22nd Street/Delaware Ave. Bridge Replacement as part of the Northeast Mixmaster project at the east junction of I-35/80/235.
  - The 100th Street Interchange at I-80/35 in Urbandale.
  - Widening South 50th Street in West Des Moines.
  - University Avenue multi-purpose transportation improvements in Windsor Heights.