

Guide to Transportation Funding Programs

of interest to local governments and others



In this document you will find information regarding programs that provide transportation project funding of interest to local governments and other entities. This information is intended to serve as a guide for preliminary funding searches. For more detail, we encourage you to contact the Iowa Department of Transportation (DOT) office listed for each program. (In some cases, the DOT district office is the recommended contact – district maps and staff information can be found beginning on page 77.)

Some projects belong under more than one heading (for instance, the Rail Revolving Loan and Grant Program can be found under "Economic Development Programs" and also under "Rail Programs"). Likewise, some programs cover a wide variety of projects. Therefore, to help you find as many potential funding sources as possible, we have included some programs under more than one heading.

As guidelines are developed for additional programs such as "High Risk Rural Roads," and "New Freedom" those programs will be added to this document.

By using the bookmark tab at left you may access program descriptions individually, by mode/type, or by viewing the document as a whole.

Program information is current as of October 31, 2006.



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Aviation Programs

Federal Airport Improvement Program (AIP)

Intent of program

Funding for airport improvements and airport planning

Who is eligible to request funding?

Public agencies owning public-use airports in the Federal Aviation Administration's (FAA) National Plan of Integrated Airport Systems are eligible to request funds.

Qualifications for funding

5 percent local match (95 percent federal match, through 2007)

Type of submittal required

Sponsor general aviation and commercial airports not receiving primary entitlement must submit applications to the DOT with the following enclosures:

- sponsor identification sheet;
- airport Capital Improvement Plan data sheet (pre-application);
- five-year Capital Improvement Plan;
- certification that the project is in a current airport layout plan and that environmental analysis has been completed; and
- Snow Removal Equipment document – if requesting federal assistance for SRE.

Commercial airports receiving primary entitlements apply directly to the FAA.

Requested amount – minimum/maximum

\$25,000 minimum application amount

Application deadline

December 1

Special project requirements

- Projects must be federal AIP eligible and justified.
- FAA environmental concurrence is required.
- If federal-aid dollars are used for a consulting engineer, the Federal-Aid Consultant Selection Process must be used.
- Project development oversight is performed by the FAA.
- Compliance with regulations regarding the following is required:
 - federal Equal Employment Opportunity Act;
 - use of disadvantaged business enterprises;
 - Occupational Safety and Health Administration provisions; and
 - federal (Davis-Bacon) wage rates.

Type of approval required

The DOT prioritizes projects and submits them to FAA. The FAA then selects projects for funding and offers the grant directly to the airport sponsor.

Average length of time for acceptance decision

One year

More information/applications

Iowa Department of Transportation

Office of Aviation

800 Lincoln Way

Ames, Iowa 50010

515-239-1875

www.iawings.com

State Airport Improvement Program – Airfield and Security Projects & Emergency Operational Repairs

Intent of program

This program provides funding for airport improvements, navigational aids, communications equipment, marketing, safety, security, outreach, education, and planning. Airfield and security projects and Emergency Operational Repairs are specific funding programs under the Airport Improvement Program.

Who is eligible to request funding?

Publicly-owned airports in Iowa

Qualifications for funding

- Airfield and security projects: 70 percent state share except for runway maintenance, which is 50 percent state share (projects must meet the objectives of state aviation system plan)
- Emergency Operational Repairs: 70 percent state share of project

Type of submittal required

- Airfield and security projects: project application sheet with description and justification, five-year capital improvement plan, and sponsor resolution endorsing project
- Emergency Operational Repairs: Project application including description of project and two estimates for the repairs

Application Amount – minimum/maximum

- Airfield and security projects: \$10,000 maximum for runway maintenance
- Emergency Operational Repairs: \$5,000 maximum

Application deadline

- Airfield and security projects: April
- Emergency Operational Repairs: ongoing

Special project requirements

- Airfield and security projects: new construction must be shown on an airport layout plan
- Security-related projects: the airport have a security plan
- Emergency Operational Repairs: project must repair or replace current equipment or airside infrastructure

Type of approval required

- Airfield and security projects: DOT staff recommendation, with Iowa Transportation Commission approval
- Emergency Operational Repairs: approval by the DOT's Office of Aviation

Average length of time for acceptance decision

- Airfield and security projects: three months
- Emergency Operational Repairs: one week

Program's annual funding level

Varies, depending on annual appropriations (FY 2006: \$300,000)

More information/applications

Iowa Department of Transportation
Office of Aviation
800 Lincoln Way
Ames, IA 50010
515-239-1875
www.iawings.com

Airport Vertical Infrastructure Program

Intent of program

This state program funds improvements to the vertical infrastructure at commercial service and general aviation airports in Iowa.

Who is eligible to request funding?

Publicly-owned airports in Iowa

Qualifications for funding

Commercial Service Airports

- 50 percent of funding is equally distributed among the commercial service airports.
- 40 percent of funding is distributed based on passenger boardings.
- 10 percent of funding is distributed based on cargo.

General Aviation Airports

- The state share of a project can be up to 85 percent.
- Priority is given to projects meeting the objectives of the state aviation system plan, airport role, and demonstrated need and justification.

Type of submittal required

- Commercial Service Airports: work program and sponsor resolution endorsing the project
- General Aviation Airports: project application sheet with description and justification, five-year capital improvement plan, and sponsor resolution endorsing the project

Requested amount – minimum/maximum

None

Application deadline

April

Special project requirements

Funding is intended for major rehabilitation or new construction of vertical infrastructure, including hangars, terminals, fuel facilities, and maintenance buildings. Not intended for general maintenance. New construction must be shown on the airport layout plan.

Type of approval required

DOT staff recommendation with Iowa Transportation Commission approval

Average length of time for acceptance decision

Three months

Program's annual funding level

Funding varies, depending on appropriation amount (FY 2006: commercial service - \$1.5 million; general aviation - \$750,000).

More information/applications

Iowa Department of Transportation
Office of Aviation
800 Lincoln Way
Ames, IA 50010
515-239-1875
www.iawings.com

Economic Development Programs

Revitalize Iowa's Sound Economy (RISE)

Intent of program

This state program was established to promote economic development in Iowa through construction or improvement of roads and streets.

Who is eligible to request funding?

Iowa cities and counties

Qualifications for funding

Funding may be in the form of a grant, loan or combination thereof. Projects must involve construction or improvement of a public roadway. Project types:

- Immediate opportunity – projects related to an immediate, non-speculative opportunity for permanent job creation or retention. Jobs created are to be value-adding in nature (i.e. manufacturing, industrial, non-retail), and relocation of jobs within the state does not qualify. Local match is a minimum of 20 percent.
- Local development – projects which support local economic development but which do not require an immediate commitment of funds (i.e. industrial parks, tourist attractions), or do not meet the threshold set for Immediate Opportunity projects. Projects are evaluated using the following five factors: development potential, economic impact, local commitment and initiative, transportation need, and area economic need. Local match is normally 50 percent.

Type of submittal required

Application and request forms are available from the Iowa Department of Transportation, and at www.dot.state.ia.us/forms.

Application deadline

Applications/requests are accepted throughout the year for *immediate opportunity* projects. February 1 and September 1 are deadlines for *local development* projects.

Special project requirements

DOT reviews all road project concepts, cost estimates, plans and specifications. Plans and specifications should be prepared by an Iowa licensed professional engineer. Code of Iowa requirements for public expenditures apply (i.e. right-of-way activities, environmental clearances, letting procedures). Local development applications assisting the redevelopment of brownfield sites receive added consideration.

Type of approval required

DOT staff recommendation with Iowa Transportation Commission approval

Average length of time for acceptance decision

Immediate opportunity projects may have a response time as short as a few weeks. Local development projects require approximately four months.

Program's annual funding level

Approximately \$30 million per year, distributed as follows:

- State primary road RISE funds (for Commercial and Industrial Network): 64.5 percent
- County secondary road RISE funds: 3.2 percent
- City municipal street RISE funds: 32.3 percent

More information/applications

Iowa Department of Transportation
Office of Systems Planning
800 Lincoln Way
Ames, Iowa 50010
515-239-1664
www.sysplan.dot.state.ia.us

Railroad Revolving Loan and Grant Program

Intent of program

This state loan and grant program was established to promote economic development in Iowa through assistance in construction or improvement of railroad-facilities.

Who is eligible to request funding?

Those eligible to request funds are: business and industries, railroads, local governments or economic development agencies.

Qualifications for funding

Projects may be funded through a grant, loan or combination thereof. Justification for projects will focus on public benefits versus public cost. At-grade crossing surface repair or replacements are ineligible for funding unless they are a part of new rail line construction.

Type of submittal required

Application forms are available from the Iowa Department of Transportation and at www.iowarail.com.

Type of approval required

The Iowa Railway Finance Authority Board reviews and approves all funding/financing.

Average length of time for acceptance decision

Applications are reviewed biannually, and awards are announced within 120 days of the application deadline.

Program's annual funding level

The program is funded from loan repayments and appropriations - funding availability varies.

More information/applications

Iowa Department of Transportation
Office of Rail Transportation
800 Lincoln Way
Ames, Iowa 50010
515-239-1140
www.iowarail.com

Rail Programs

Railroad Revolving Loan and Grant Program

Intent of program

This state loan and grant program was established to promote economic development in Iowa through assistance in construction or improvement of railroad facilities.

Who is eligible to request funding?

Those eligible to request funds are: businesses and industries, railroads, local governments, or economic development agencies.

Qualifications for funding

Projects may be funded through a grant, loan or combination thereof. Justification for projects will focus on public benefits versus public cost. At-grade crossing surface repair or replacements are ineligible for funding unless they are a part of new rail line construction.

Type of submittal required

Application forms are available from the Iowa Department of Transportation and at www.iowarail.com.

Type of approval required

The Iowa Railway Finance Authority Board reviews and approves all funding/financing.

Average length of time for acceptance decision

Applications are reviewed biannually, and awards are announced within 120 days of the application deadline.

Program's annual funding level

The program is funded from loan repayments and appropriations - funding availability varies.

More information/applications

Iowa Department of Transportation
Office of Rail Transportation
800 Lincoln Way
Ames, Iowa 50010
515-239-1140
www.iowarail.com

Federal Highway/Rail Crossing Safety Fund

Intent of program

Improve the safety of public highway-railroad grade crossings

Who is eligible to request funding?

Railroad companies and public road jurisdictions

Qualifications for funding

- 10 percent non-federal match required (from the railroad company and/or public road jurisdiction)
- Inclusion of crossing location on a prioritized list of projects

Type of submittal required

Form provided by the DOT is available at www.iowarail.com

Application deadline

July 1

Type of approval required

- DOT staff recommendation with Iowa Transportation Commission approval
- DOT inclusion of selected projects as one entry in the Statewide Transportation Improvement Program (STIP)

Average length of time for acceptance decision

Nine months

Program's annual funding level

\$4 million - \$5 million

More information/applications

Iowa Department of Transportation

Office of Rail Transportation

800 Lincoln Way

Ames, IA 50010

515-239-1140

www.iowarail.com

State Grade Crossing Surface Repair Fund

Intent of program

This program assists railroad companies and public road jurisdictions in rebuilding public highway-railroad grade crossing surfaces in Iowa.

Who is eligible to request funding?

Railroad companies or other private entities (such as grain elevators) that own a railroad track, and public road jurisdictions

Qualifications for funding

- 20 percent railroad match
- 20 percent public road jurisdiction match
- 60 percent this funding program

Both the railroad and the public road jurisdiction must enter into a project agreement with the Iowa Department of Transportation.

Type of submittal required

Iowa Grade Crossing Surface Repair Fund Application signed by both the public road jurisdiction and the railroad. Application forms are available from the DOT and at www.iowarail.com.

Application deadline

Applications are stamped upon receipt at the DOT and are funded in the order in which they are received.

Type of approval required

DOT staff recommendations with Iowa Transportation Commission approval

Program's annual funding level

Funded at \$900,000, appropriated annually from the Road Use Tax Fund (there is currently a backlog of approximately four years of projects in line for funding)

More information/applications

Iowa Department of Transportation
Office of Rail Transportation
800 Lincoln Way
Ames, IA 50010
515-239-1140
www.iarail.com

Intermodal Pilot Project Program

Intent of program

Provide loans to improve Iowa's energy independence through demonstration and non-demonstration projects utilizing intermodal transportation methods.

Who is eligible to request funding?

Those eligible to request funds include individuals, partnerships, firms, companies, cooperatives, corporations, associations or government entities having - where applicable - authority from its board of directors or other governing body to:

- 1) Seek financial assistance for the proposed pilot project
- 2) Enter into a commitment to repay any loan awarded
- 3) Pledge any security offered for the loan
- 4) Proceed with the pilot project if the requested financial assistance is granted

Qualifications for funding

Loans may be provided for up to 90 percent of eligible costs.

Pilot projects must be based in Iowa and involve a specific plan for new or improved facilities/equipment which aid in the transfer of freight from one transportation mode to another.

Type of submittal required

Applicants submit an application, obtained from the department, detailing the costs, expected benefits, etc.

Application deadline

No specific deadline

Special project requirements

For both demonstration and non-demonstration pilot projects, the techniques or technology used must be commercially available to be considered an "eligible cost."

Type of approval required

DOT staff recommendation with Iowa Transportation Commission approval

Average length of time for acceptance decision

2-4 months

More information/applications

Iowa Department of Transportation
Office of Rail Transportation
800 Lincoln Way
Ames, Iowa 50010
515-239-1140
www.iowarail.com

Railroad Rehabilitation and Improvement Financing Program

Intent of program

This federal program was established to provide direct loans and loan guarantees to:

- acquire, improve or rehabilitate intermodal or rail equipment or facilities, including track, components of track, bridges, yards, buildings and shops;
- refinance outstanding debt incurred for those purposes; or
- develop or establish new intermodal or railroad facilities.

Who is eligible to request funding?

State and local governments, government sponsored authorities and corporations, railroads, joint ventures that include at least one railroad, and limited option freight shippers who intend to construct a new rail connection.

Qualifications for funding

- Where available federal appropriations are inadequate to cover the government's cost of subsidizing the credit assistance, a non-federal infrastructure partner may pay to the administrator a credit-risk premium adequate to cover that portion of the subsidy cost not covered by federal appropriations.
- Where there is no federal appropriation, the credit risk premium must cover the entire subsidy cost. The amount of the credit risk premium required for each direct loan or loan guarantee, if any, shall be established by the Federal Railroad Administration. The credit risk premium shall be determined based on the credit risk and anticipated recovery in the event of default, including the recovery of collateral.

Type of submittal required

Program information can be found on the Federal Railroad Administration (FRA) Web site at www.fra.dot.gov.

Application deadline

Application deadline established yearly

More information

Iowa Department of Transportation
Office of Rail Transportation
800 Lincoln Way
Ames, IA 50010
515-239-1140
www.iowarail.com

Iowa Clean Air Attainment Program (ICAAP)

Intent of program

This program funds highway/street, transit, bicycle/pedestrian, rail, or freight projects or programs which help maintain Iowa's clean air quality by reducing transportation-related emissions. Eligible highway/street projects must be on the federal-aid system, which includes all federal functional class routes except local and rural minor collectors.

Who is eligible to request funding?

The state, a county or a city may sponsor an application or may co-sponsor for private, non-profit organizations and individuals. Transit systems may apply directly.

Qualifications for funding

- A local match of at least 20 percent is required.
- Eligible projects will fall into one of the following categories:
 - those which reduce emissions via traffic flow improvements and provide a direct benefit to air quality by addressing ozone, carbon monoxide or PM-10 (particulate matter);
 - those which reduce vehicle miles of travel (VMT)
 - those which reduce single-occupant vehicle trips; or
 - other transportation improvement projects which improve air quality or reduce congestion.

Net operating costs of new transit services are eligible for up to three years (at 80 percent federal/20 percent local participation).

Type of submittal required

Application forms must be submitted with emission reduction calculations and supporting documentation of congestion reduction and/or travel reduction assumptions. Applications are available from the DOT at www.dot.state.ia.us/forms/index.htm or at www.sysplan.dot.state.ia.us/icaap.htm.

Requested amount – minimum/maximum

Minimum \$20,000 total project cost

Application deadline

October 1, statewide competitive application

Special project requirements

Highway projects

- Projects must be let by the DOT.
- Federal Highway Administration (FHWA) environmental concurrence is required.
- Right-of-way activities must comply with applicable federal and state laws.
- Plans and specifications must be prepared by an Iowa licensed professional engineer.
- If federal-aid dollars are used for a consulting engineer, the Federal-Aid Consultant Selection Process must be used.
- DOT design criteria should be used for the appropriate road classification.
- Approval by the DOT of plans and specifications is required.
- Compliance with regulations regarding the following is required:
 - federal equal employment opportunity;
 - use of disadvantaged business enterprises;
 - Occupational Safety and Health Administration provisions; and
 - federal (Davis-Bacon) wage rates.

For those projects on federal-aid routes, refer to FHWA form 1273, "Required Contract Provisions, Federal-Aid Construction Contracts," for more information. Materials testing, construction inspection and final project acceptance must be done according to DOT procedures.

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Transit projects

- Capital improvements require adherence to approved transit procurement procedures and equipment specifications.
- Project candidates must be part of an approved five-year Capital Improvement Program.
- Federally funded projects must comply with requirements regarding:
 - civil rights protections;
 - use of disadvantaged business enterprises;
 - competitive procurement;
 - bus testing;
 - pre- and post-procurement audits; and
 - drug and alcohol testing.

Type of approval required

- Project Evaluation Committee/DOT staff recommendation, with Iowa Transportation Commission approval
- Inclusion of selected projects in the Statewide Transportation Improvement Program (Regional Planning Affiliations and Metropolitan Planning Organizations must also include selected projects in their respective Transportation Improvement Programs)
- FHWA and FTA final approval of the STIP
- Authorization by FHWA of projects prior to proceeding with work or with advertisement of the project for receipt of bids

Transit projects must be approved by the FTA as part of either a direct or a statewide grant.

Average length of time for acceptance decision

Four months

Program's annual funding level

Approximately \$4.7 million annually

More information/applications

Iowa Department of Transportation
Office of Systems Planning
800 Lincoln Way
Ames, Iowa 50010
515-239-1681
www.sysplan.dot.state.ia.us

Road, Street and Bridge Programs

Revitalize Iowa's Sound Economy (RISE)

Intent of program

This state program was established to promote economic development in Iowa through construction or improvement of roads and streets.

Who is eligible to request funding?

Iowa cities and counties

Qualifications for funding

Funding may be in the form of a grant, loan or combination thereof. Projects must involve construction or improvement of a public roadway. Project types:

- Immediate opportunity – projects related to an immediate, non-speculative opportunity for permanent job creation or retention. Jobs created are to be value-adding in nature (i.e. manufacturing, industrial, non-retail), and relocation of jobs within the state does not qualify. Local match is a minimum of 20 percent.
- Local development – projects which support local economic development but which do not require an immediate commitment of funds (i.e. industrial parks, tourist attractions), or do not meet the threshold set for Immediate Opportunity projects. Projects are evaluated using the following five factors: development potential, economic impact, local commitment and initiative, transportation need, and area economic need. Local match is normally 50 percent.

Type of submittal required

Application and request forms are available from the DOT and at www.dot.state.ia.us/forms.

Application deadline

Applications/requests are accepted throughout the year for *Immediate Opportunity* projects. February 1 and September 1 are deadlines for *local development* projects.

Special project requirements

DOT reviews all road project concepts, cost estimates, plans and specifications. Plans and specifications should be prepared by an Iowa licensed professional engineer. Code of Iowa requirements for public expenditures apply (i.e. right-of-way activities, environmental clearances, letting procedures). Local development applications assisting the redevelopment of brownfield sites receive added consideration.

Type of approval required

DOT staff recommendation with Iowa Transportation Commission approval

Average length of time for acceptance decision

Immediate opportunity projects may have a response time as short as a few weeks. Local development projects require approximately four months.

Program's annual funding level

Approximately \$30 million per year, distributed as follows:

- State primary road RISE funds (for Commercial and Industrial Network): 64.5 percent
- County secondary road RISE funds: 3.2 percent
- City municipal street RISE funds: 32.3 percent

More information/applications

Iowa Department of Transportation
Office of Systems Planning
800 Lincoln Way
Ames, Iowa 50010
515-239-1664
www.sysplan.dot.state.ia.us

Highway Bridge Replacement and Rehabilitation Program

Intent of program

This federal program was established to fund the replacement or rehabilitation of structurally deficient or functionally obsolete public roadway bridges.

Who is eligible to request funding?

Any agency with public road jurisdiction

Qualifications for funding

- Local match of 20 percent is required (80 percent federal funding).
- The bridge candidate must be classified as structurally deficient or functionally obsolete according to federal guidelines.
- Bridge replacement candidates must have a structure inventory and appraisal (SI&A) sufficiency rating of less than 50 and average daily traffic of at least 25 vehicles.
- Bridge rehabilitation candidates must have an SI&A sufficiency rating of 80 or less and average daily traffic of at least 25 vehicles.

Type of submittal required

- Cities submit letters of request for specific eligible bridges, along with the Federal Highway Administration project number, location and estimated cost of the project.
- Counties select bridges based on county allocations. Structure information, similar to that provided by cities, is forwarded to the appropriate Regional Planning Affiliation or Metropolitan Planning Organization (RPA/MPO).

Requested amount – minimum/maximum

Cities are limited to \$1,000,000 per bridge candidate (only one bridge per city per year).

Application deadline

City bridge candidate applications must reach the DOT by October 1. County bridge candidate submittals must adhere to requirements of the appropriate RPA/MPO.

Special project requirements

- Projects must be let by the DOT.
- FHWA must authorize work prior to letting.
- FHWA environmental concurrence is required.
- Right-of-way activities must comply with applicable federal and state laws.
- Plans and specifications must be prepared by an Iowa licensed professional engineer.
- If federal-aid bridge funds are used for a consulting engineer, the Federal-Aid Consultant Selection Process must be used.
- DOT design criteria should be used for the appropriate road classification.
- DOT specifications are to be used.

Compliance with regulations regarding the following is required:

- federal equal employment opportunity;
- use of disadvantaged business enterprises;
- Occupational Safety and Health Administration provisions; and
- federal (Davis-Bacon) wage rates (on federal routes).

Refer to form FHWA 1273, Required Contract Provisions, Federal-Aid Construction Contracts, for more information.

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Type of approval required

- The county selects projects and forwards them to the appropriate RPA or MPO for inclusion in the Transportation Improvement Program (TIP).
- DOT staff uses a formula to prioritize and select city bridge projects.
- Successful city candidates are responsible for ensuring inclusion of the project in the appropriate RPA/MPO TIP.
- FHWA gives final approval of the STIP.

Program's Annual Funding Level

Level is subject to annual obligation limits. Funds are then apportioned as follows:

Cities: 11 percent

Counties: 47 percent

State: 42 percent

More information/applications

Counties select projects and forward them to the appropriate RPA or MPO.

Cities contact:

Iowa Department of Transportation

Urban Engineer, Office of Local Systems

800 Lincoln Way

Ames, IA 50010

515-239-1051

www.dot.state.ia.us/local_systems/index.htm

Iowa Clean Air Attainment Program (ICAAP)

Intent of program

This program funds highway/street, transit, bicycle/pedestrian, rail or freight projects or programs which help maintain Iowa's clean air quality by reducing transportation-related emissions. Eligible highway/street projects must be on the federal-aid system, which includes all federal functional class routes except local and rural minor collectors.

Who is eligible to request funding?

The state, a county or a city may sponsor an application or may co-sponsor for private, non-profit organizations and individuals. Transit systems may apply directly.

Qualifications for funding

- A local match of at least 20 percent is required.
- Eligible projects will fall into one of the following categories:
 - those which reduce emissions via traffic flow improvements and provide a direct benefit to air quality by addressing ozone, carbon monoxide or PM-10 (particulate matter);
 - those which reduce vehicle miles of travel (VMT)
 - those which reduce single-occupant vehicle trips; or
 - other transportation improvement projects which improve air quality or reduce congestion.

Net operating costs of new transit services are eligible for up to three years (at 80 percent federal/20 percent local participation).

Type of submittal required

Application forms must be submitted with emission reduction calculations and supporting documentation of congestion reduction and/or travel reduction assumptions. Applications are available from the DOT at www.dot.state.ia.us/forms/index.htm or at www.sysplan.dot.state.ia.us/icaap.htm.

Requested amount – minimum/maximum

Minimum \$20,000 total project cost

Application deadline

October 1, statewide competitive application

Special project requirements

Highway projects

- Projects must be let by the DOT.
- Federal Highway Administration (FHWA) environmental concurrence is required.
- Right-of-way activities must comply with applicable federal and state laws.
- Plans and specifications must be prepared by an Iowa licensed professional engineer.
- If federal-aid dollars are used for a consulting engineer, the Federal-Aid Consultant Selection Process must be used.
- DOT design criteria should be used for the appropriate road classification.
- Approval by the DOT of plans and specifications is required.
- Compliance with regulations regarding the following is required:
 - federal equal employment opportunity;
 - use of disadvantaged business enterprises;
 - Occupational Safety and Health Administration provisions; and
 - federal (Davis-Bacon) wage rates.

For those projects on federal-aid routes, refer to FHWA form 1273, "Required Contract Provisions, Federal-Aid Construction Contracts," for more information. Materials testing, construction inspection and final project acceptance must be done according to DOT procedures.

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Transit projects

- Capital improvements require adherence to approved transit procurement procedures and equipment specifications.
- Project candidates must be part of an approved five-year Capital Improvement Program.
- Federally funded projects must comply with requirements regarding:
 - civil rights protections;
 - use of disadvantaged business enterprises;
 - competitive procurement;
 - bus testing;
 - pre- and post-procurement audits; and
 - drug and alcohol testing.

Type of approval required

- Project Evaluation Committee/DOT staff recommendation, with Iowa Transportation Commission approval
- Inclusion of selected projects in the Statewide Transportation Improvement Program (Regional Planning Affiliations and Metropolitan Planning Organizations must also include selected projects in their respective Transportation Improvement Programs)
- FHWA and FTA final approval of the STIP
- Authorization by FHWA of projects prior to proceeding with work or with advertisement of the project for receipt of bids

Transit projects must be approved by the FTA as part of either a direct or a statewide grant.

Average length of time for acceptance decision

Four months

Program's annual funding level

Approximately \$4.7 million annually

More information/applications

Iowa Department of Transportation
Office of Systems Planning
800 Lincoln Way
Ames, Iowa 50010
515-239-1681
www.sysplan.dot.state.ia.us

Surface Transportation Program

Intent of program

This federal program was established to:

- aid public road jurisdictions with funding for any road or bridge projects on the federal-aid system, which includes all federal functional class routes except local and rural minor collectors (see exception under “qualifications for funding”);
- provide funding for transit capital improvements;
- provide funding for bicycle and pedestrian facilities; and
- provide funding for transportation planning activities.

Who is eligible to request funding?

Eligible entities are any public agencies with public road jurisdiction, public transit responsibilities, or transportation planning responsibility.

Qualifications for funding

- A minimum of 20 percent non-federal match is required (80% federal funding). Road projects must be on federal-aid roads. Bridge projects may be on any public road.

Type of submittal required

Application forms can be obtained from the appropriate Regional Planning Affiliation or Metropolitan Planning Organization (RPA/MPO).

Application amount – minimum/maximum

Varies according to RPA/MPO guidelines

Application deadline

RPAs/MPOs may have varying deadlines for applications.

Special project requirements

Highway projects

- Project contracts must be let by the DOT.
- FHWA must authorize work prior to contract letting.
- FHWA environmental concurrence is required.
- Right-of-way activities must comply with applicable federal and state laws.
- Plans and specifications must be prepared by an Iowa licensed professional engineer.
- If federal-aid dollars are used for a consulting engineer, the Federal-Aid Consultant Selection Process must be used.
- DOT design criteria for the appropriate road classification should be used.
- DOT approval of plans and specifications is required.
- Compliance with regulations regarding the following is required:
 - federal equal employment opportunity;
 - use of disadvantaged business enterprises;
 - Occupational Safety and Health Administration provisions; and
 - federal (Davis-Bacon) wage rates.

For those projects on Federal-aid routes, refer to Form FHWA 1273, *Required Contract Provisions, Federal-Aid Construction Contracts* for more information. Materials testing, construction inspection and final project acceptance is required to be done according to DOT procedures.

(continued on next page)

Transit projects

- Capital improvements require adherence to approved transit procurement procedures and equipment specifications.
- Project candidates must be part of an approved five-year Capital Improvement Program.
- Federally funded projects must comply with requirements regarding:
 - civil rights protections;
 - use of disadvantaged business enterprises;
 - competitive procurement;
 - bus testing;
 - pre- and post-procurement audits; and
 - drug and alcohol testing.

Type of approval required

- Projects are selected through the process of adopting an RPA/MPO transportation improvement program (TIP).
- The DOT reviews and compiles all RPA/MPO TIPs as part of the Statewide Transportation Improvement Program (STIP).
- The DOT adopts the STIP.
- FHWA and FTA give final approval of the STIP.
- FHWA must authorize highway/street/trail projects prior to proceeding with work on or advertisement of the project for receipt of bids.
- Transit projects must be approved by the FTA, either as part of a direct grant or a statewide grant.

Average length of time for acceptance decision

Nine months

Program's annual funding level

The annual amount available to RPAs/MPOs is approximately \$43 million. (Note: does not include Transportation Enhancement Program amounts which are targeted separately to RPAs/MPOs.)

More information/applications

The appropriate RPA/MPO (see map and listing on page 79)

County and City Bridge Construction Fund

Intent of program

Construction or replacement of public roadway bridges

Who is eligible to request funding?

Iowa counties and cities

Qualifications for funding

- A local match of 20 percent is required (80 percent state funding).
- Replacement and rehabilitation candidates must be classified as structurally deficient or functionally obsolete according to federal guidelines.
- Replacement and rehabilitation candidates must have a sufficiency rating of 80 or less and average daily traffic of at least 25 vehicles.

Type of submittal required

DOT requests one bridge candidate per year from each county. Cities submit letters of request for specific eligible bridges, along with the FHWA number, location and estimated cost of the project.

Application amount – minimum/maximum

- County projects: limited to available funds (usually \$2 million per year)
- City projects: maximum is \$500,000 per candidate

Application deadline

- Counties are notified of deadlines when the DOT makes requests for candidates.
- Cities' letters of request should reach the DOT by October 1.

DOT staff evaluates city and county bridge candidates from November through January.

Special project requirements

- DOT will review plans and specifications.
- All Code of Iowa requirements for contract lettings apply.
- Plans must be certified by an Iowa licensed professional engineer.
- DOT design criteria may be used according to appropriate road classification.

Type of approval required

County bridge projects must be made a part of an approved secondary road construction program. DOT staff uses a formula to prioritize and select bridge projects, then completes the approval and selection process.

Average length of time for acceptance decision

DOT staff notifies successful candidates in January or February of each year.

Program's annual funding level

- Counties: \$2 million
- Cities: \$500,000

More information/applications

Iowa Department of Transportation

Office of Local Systems

Secondary Roads Engineer (county projects) or

Urban Engineer (city projects)

800 Lincoln Way

Ames, IA 50010

515-239-1506 (county projects)

515-239-1051 (city projects)

www.dot.state.ia.us/local_systems/index.htm

Public Lands Highways Discretionary Program

Intent of program

Improve access to, and within, the federal lands of the nation

Who is eligible to request funding?

The state department of transportation must submit the application but typically coordinates the process for other state, regional or federal agencies, or local interest groups, rather than initiating the application.

Type of submittal required

The application must be submitted in MS Word, and formatted in accordance with the FHWA program information. The program information can be found on the FHWA Web site:

www.fhwa.dot.gov/discretionary.

Application deadline

Application deadline is established yearly; typically due to the FHWA division office in July of each year.

Note: Congress designated specific projects for FY '06 and FY '05 funding.

More information/applications

Iowa Department of Transportation
Office of Program Management
800 Lincoln Way
Ames, IA 50010
515-239-1145

Ferry Boat Discretionary Program

Intent of Program

This federal program provides funding for development, operation or construction of ferry boats and ferry terminal facilities.

Who is eligible to request funding?

- The state department of transportation submits the application, coordinating with local agencies within the state to develop viable candidates.

Program's annual funding level

\$9.1 million per year through FY 2009

Qualifications for funding

- Meet the eligibility criteria in US Code Title 23, Sec. 129(c)
- Funding typically earmarked by Congress

Type of submittal required

The application must be submitted in MS Word, and formatted in accordance with the FHWA program information. The program information can be found on the Federal Highway Administration Web site at www.fhwa.dot.gov/discretionary.

Application deadline

The application deadline is established yearly, and is typically due to FHWA headquarters in late spring.

Note: Congress designated specific projects for FY' 06 and FY '05 funding.

More information

The appropriate DOT district engineer (see map and listing on page 77)

Transportation and Community and System Preservation Program

Intent of program

This program provides funding for planning and implementing strategies that improve the efficiency of the transportation system; reduce the environmental impacts of transportation; reduce the need for costly future public infrastructure investments; ensure efficient access to jobs, services and centers of trade; and examine private sector development patterns and investments that support these goals. In addition, very limited funding is available for research.

Who is eligible to request funding?

- State agencies, tribal governments, MPOs, and units of local governments that are recognized by a state are eligible recipients. This would include towns, cities, public transit agencies, air resources boards, school boards and park districts, but not neighborhood groups or developers.
- Non-governmental organizations that have projects they wish to see funded are encouraged to partner with an eligible recipient as the project sponsor.

Program's annual funding level

\$61,250,000 authorized

Type of submittal required

Agency submits a grant request (sample outline and format can be found on the Federal Highway Administration Web site: www.fhwa.dot.gov/discretionary)

Application deadline

Established yearly

Note: Congress designated specific projects for FY '06 and FY '05 funding.

More information

The appropriate DOT district engineer (see map and listing on page 77)

Innovative Bridge Research and Deployment Program

Intent of Program

This program was established to provide funding for the demonstration and application of innovative material technology in the construction of bridges and other structures. One component includes funds for repair, rehabilitation, replacement or new construction of bridges and other structures using innovative materials, designs and/or construction methods. A smaller component supports research and technology transfer activities related to the program's goal.

Who is eligible to request funding?

Applications are submitted by the DOT, which coordinates with state, local and federal agencies to develop viable candidate projects.

Program's annual funding level

\$13.1 million

Types of submittal required

The DOT submits information in a prescribed format provided on the project application form.

Application deadline

Established yearly; typically due around July 1

More information

The appropriate DOT district engineer (see map and listing on page 77)

Traffic Safety and Engineering Programs

County-State Traffic Engineering Program (C-STEP)

Intent of Program

Solve traffic operation and safety problems on primary roads outside incorporated cities

Who is eligible to sponsor?

Any Iowa county

Qualifications for funding

The county must engineer and administer the project. Improvements must involve a primary road outside any corporate limits.

The two types of projects eligible are *spot improvements* and *linear improvements* -

- Spot improvements are those limited to single locations. County match is 45 percent of the construction cost (55 percent is state funded).
- Linear improvements are those for which a single spot improvement is inadequate. County match determined by jurisdiction, as follows:
 - State retains jurisdiction upon completion of project – county match 70 percent
 - County accepts jurisdiction – county match 40 percent

An engineering analysis of the problem area is required.

- The Iowa Traffic Engineering Assistance Program (TEAP) can be used for analysis.
- A county engineer can provide the engineering analysis.
- DOT's Brown Design Manual can be cited for turning warrants when the request includes turning lanes.
- The Manual for Uniform Traffic Control Devices has warrants for traffic signals.

Type of submittal required

Letters of request with a sketch and cost estimate submitted by interested parties

Application amount minimum/maximum

Maximum of \$200,000 per project for spot improvements

Maximum on linear improvements as follows:

<u>Jurisdiction</u>	<u>Rehabilitation</u>	<u>Reconstruction</u>
State retains	\$45,000 per mile	\$75,000 per mile
County accepts	\$90,000 per mile	\$150,000 per mile

Application deadline

Letters of request accepted all year

Special project requirements

DOT will review plans and specifications

Type of approval required

DOT staff approval and selection

Average length of time for acceptance decision

90 days

More information/applications

The appropriate DOT district engineer (see map and listing on page 77)

Iowa Traffic Engineering Assistance Program (TEAP)

Intent of Program

TEAP offers expert traffic engineering assistance to local units of government. The purpose of this assistance is to improve traffic safety and operations by analysis of intersection conflicts, travel delays, obsolete traffic control devices, school and truck routes, parking issues and other traffic studies.

Who is Eligible to Request Funding

Iowa cities and counties without the resources for a staff traffic engineer--usually cities with population less than 35,000.

Qualifications for Funding

No local match is required. However, the applicant will be required to assist the consultant with data collection as necessary (as-built plans, traffic counts, street maps, crash reports, etc.).

Type of Submittal Required

Letter of request explaining the problem sent to the appropriate District Engineer.

Application Amount - Maximum

TEAP will fund up to 100 hours of consultant time.

Application Deadline

Successful applications are funded in order of receipt until resources are exhausted.

Special Project Requirements

The subject of the study must address an existing traffic/safety problem (this program is not intended for planning purposes).

Type of Approval Required

Iowa Department of Transportation District staff recommendation with approval of the Office of Traffic & Safety.

Average Length of Time for Acceptance Decision

Forty-five days.

Program's Annual Funding Level

\$125,000.

More Information/Applications

The appropriate DOT District Engineer.
(See the map and listing in the back of this book.)

Traffic Safety Improvement Program

Intent of program

The Traffic Safety Improvement Program provides funding for traffic safety improvements or studies on public roads under county, city or state jurisdiction.

Who is eligible to request funding?

State, county or city

Qualifications for funding

Eligible projects will fall into one of three categories:

- construction or improvement of traffic safety and operations at a specific site with an accident history;
- purchase of materials for installation of new traffic control devices such as signs or signals, or replacement of obsolete signs or signals; or
- transportation safety research, studies or public information initiatives such as sign inventory, work zone safety and accident data.

Type of submittal required

Application forms are available from the Iowa Department of Transportation.

Application amount minimum/maximum

Site-specific project funding cannot exceed \$500,000 per project.

Application deadline

August 15 is the deadline for all types of projects.

Special project requirements

Refer to the Iowa Administrative Code, Sec. 761, Chapter 164.

Type of approval required

DOT staff recommends prioritization of projects to the Iowa Transportation Commission, which then approves funding of specific projects.

- Site-specific projects are evaluated by benefit/cost ratio analysis and other criteria.
- Funding for traffic control devices is awarded on the basis of safety benefits of eligible applications, the annual funding level, and other criteria.
- Funding for research, studies and public information initiatives is awarded on the basis of safety research needs, impact on safety, the annual funding level and other criteria.

Average length of time for acceptance decision

Five months

Program's annual funding level

The program's annual funding level is one-half percent of Iowa's Road Use Tax Fund (approximately \$5.4 million per year). Total funding for all traffic control device projects cannot exceed \$500,000 annually. Total funding for all research studies and public information initiatives cannot exceed \$500,000 annually.

More information/applications

Iowa Department of Transportation
Office of Traffic and Safety
800 Lincoln Way
Ames, Iowa 50010
515-239-1267

Urban-State Traffic Engineering Program (U-STEP)

Intent of Program

Solve traffic operation and safety problems on primary roads in Iowa cities

Who is eligible to request funding?

Any Iowa city

Qualifications for funding

- The city must engineer and administer the project.
- Improvements must involve a municipal extension of a primary road. The two types of projects eligible are spot improvements and linear improvements (spot improvements are those limited to single locations; linear improvements are those which span two or more intersections).
- City match is 45 percent of the construction cost (55 percent state-funded).
- An engineering analysis of the problem area is required.
- Iowa Traffic Engineering Assistance Program (TEAP) can be used for analysis.

Type of submittal required

Letters of request with a sketch and cost estimate submitted by interested parties

Application amount minimum/maximum

- Maximum of \$200,000 per project for spot improvements
- Maximum of \$400,000 per project for linear improvements

Application deadline

Letters of request accepted all year

Special project requirements

DOT review of plans and specifications

Type of approval required

DOT staff approval and selection

Average length of time for acceptance decision

90 days

Send application/request to:

The appropriate DOT district engineer (see map and listing on page 77)

Pedestrian Curb Ramp Construction

Intent of program

Assist cities in complying with the Americans with Disabilities Act (ADA) on primary roads in Iowa cities

Who is eligible to request funding?

Any Iowa city

Qualifications for funding

- The city must engineer and administer the project.
- Improvements must involve a municipal extension of a primary road.
- Curb ramps must meet ADA standards.
- Local match is 45 percent (state share 55 percent).

Type of submittal required

Letters of request which include the following:

- city's name;
- location description of primary road(s) and the boundaries of the project;
- number of curb ramps to be constructed;
- estimated total construction costs of the curb ramps;
- completion work schedule, with dates (the project must be let within two years of the agreement approval; and
- name and title of the city's contact person.

Application amount minimum/maximum

Maximum of \$250,000 per city per year

Application deadline

Letters of request accepted all year

Special project requirements

DOT review of all plans and specifications

Type of approval required

DOT staff approval and selection

Average length of time for acceptance decision

90 days

More information/applications

The appropriate DOT district engineer (see map and listing on page 77)

Safe Routes to School Program

Intent of Program

To provide infrastructure and noninfrastructure improvements which will result in more students walking or bicycling to school.

Who is eligible to request funding?

State, local and regional agencies, including nonprofits, schools (both public and private), parent-teacher associations, etc.

Qualifications for funding

No local funding match is required. All applications must address both infrastructure and noninfrastructure components. Infrastructure improvements resulting from successful applications must be maintained as a public facility for a minimum of 10 years.

Type of submittal required

Application forms are available from the Iowa Department of Transportation, and at:

http://www.sysplan.dot.state.ia.us/main_grants.htm

Type of approval required

Iowa DOT recommendation; Iowa Transportation Commission approval. FHWA environmental concurrence is required. Projects must conform to federal funding requirements.

Program's annual funding level

Approximately \$1,000,000

Application deadline

October 1

More information/applications

Iowa Department of Transportation
Office of Systems Planning
800 Lincoln Way
Ames, Iowa 50010
515-239-1713

Trails and Enhancement Program

DOT/DNR Fund

Intent of program

Roadside beautification of primary system corridors with plant materials

Who is eligible to request funding?

Any tax-levying body

Qualifications for funding

The site must be on primary highway rights-of-way, including primary highway extensions. Participation is limited to the cost of materials and installation of seed or live plants.

Type of submittal required

Letters of request with listing of plant material, site plan and detailed cost estimates

A permit to sponsor highway plantings must also be approved (see special project requirements below)

Application amount – minimum/maximum

Maximum of \$100,000 per application per year

Application deadline

Letters of request are accepted all year and, if selected, are funded in the order in which they are received.

Special project requirements

- DOT will review plans and specifications.
- Applications for DOT *Sponsorship of Highway Plantings* permits must be submitted to, and approved by, the district staff.

Type of approval required

DOT's roadside development staff evaluates applications

Average length of time for acceptance decision

90 days

Program's annual funding level

\$300,000 (subject to funding availability)

More information/applications

Iowa Department of Transportation
Office of Design
800 Lincoln Way
Ames, IA 50010
515-239-1424

Living Roadway Trust Fund

Intent of program

Implement Integrated Roadside Vegetation Management programs (IRVM) on city, county or state rights-of-way or publicly owned areas adjacent to traveled roadways. Categories of eligible projects are as follows:

- roadside inventories;
- gateways;
- education/training;
- research/demonstration;
- roadside enhancement;
- seed propagation; and
- special equipment.

Who is eligible to request funding?

Individuals, cities, counties or the state may apply. Individual applicants must have written support from the agency responsible for maintaining the right-of-way in which the project is proposed. County projects must be sponsored by either the county engineer or the county conservation board.

Qualifications for funding

- An approved IRVM plan for the city or county involved must be on file with the DOT's Roadside Coordinator office.
- The proposed project must be located on city, county or state right-of-way OR on public land immediately adjacent to the right-of-way.
- The following are examples of items typically funded:
 - Plant materials
 - Planting and maintenance materials
 - Burn equipment
 - Seeding equipment (not for tractors, trucks or ATVs)
 - Harvesting equipment (not for tractors, trucks or ATVs)
 - Educational/informational materials on IRVM

Types of submittal required

- Letter of request

Note: An approved IRVM plan must be on file with the DOT's Roadside Coordinator Office. This plan must outline integrated management procedures providing for motor vehicle safety and treatment of specific roadside problems according to best solution techniques.

Application deadline

August 31

Special project requirements

- Before any planting can be done on state right-of-way, the applicant must have an approved permit from the DOT district staff.
- Before any reimbursement can be made by the Living Roadway Trust Fund, there must be a signed agreement and original invoices showing goods or services rendered in accordance with that agreement.

Type of approval required

The IRVM Technical Advisory Committee recommends approval of qualified applicants. The director of the DOT authorizes funding based on this committee's recommendations.

(continued on next page)

More information/applications
Iowa Department of Transportation
Office of Design
800 Lincoln Way
Ames, IA 50010
515-239-1768
www.iowalivingroadway.com

Recreational Trails Program (Federal)

Intent of program

Provide and maintain motorized and non-motorized recreational trails and trail-related projects

Who is eligible to request funding?

Public agencies and private organizations are eligible to sponsor. *Private sponsorship will require a public agency co-sponsor.*

Qualifications for funding

- A minimum 20 percent match is required.
- Trails resulting from successful applications must be maintained as a public facility for a minimum of 20 years.

Types of submittal required

Program information is available at www.sysplan.dot.state.ia.us/fedestate_rectrails.htm. Application forms are available from the DOT, and at www.state.ia.us/forms/index.htm. (DOT co-administers the program with the Iowa Department of Natural Resources.)

Type of approval required

- DNR/DOT recommendation; Iowa Transportation Commission approval
- FHWA environmental concurrence
- Conformance with federal funding requirements

Program's annual funding level

\$1,000,000

Application deadline

October 1

More information/applications

Inquiries should be directed to:

Iowa Department of Transportation
Office of Systems Planning
800 Lincoln Way
Ames, Iowa 50010
515-239-1337

Iowa Department of Natural Resources
Parks, Recreation and Preserves Division
Wallace State Office Building
Des Moines, IA 50319
515-281-3449

Recreational Trails Program (State)

Intent of program

Fund public recreational trails

Who is eligible to request funding?

State agencies, counties or cities may sponsor applications.

Qualifications for funding

- Minimum 25 percent local match is required (volunteer services and other state grants are not eligible as matching funds).
- Proposed projects must be part of a local, area-wide, regional or statewide trail plan.
- Trails resulting from successful applications must be maintained as a public facility for a minimum of 20 years.

Type of submittal required

Program information is available at www.sysplan.dot.state.ia.us/fedstate_rectrails.htm

Application forms are available from the DOT and at www.dot.state.ia.us/forms/index.htm

Application deadline

January 2 and July 1

Special project requirements

- The design must be approved by the DOT.
- The applicant must have an approved permit from the DOT resident maintenance engineer to perform any work within the state right-of-way.

Type of approval required

- DOT staff recommendations with Iowa Transportation Commission approval
- Environmental concurrence

Program's annual funding level

\$1 million

More information/applications

Iowa Department of Transportation

Office of Systems Planning

800 Lincoln Way

Ames, Iowa 50010

515-239-1337

Federal Transportation Enhancement Program

Intent of program

The Transportation Enhancement Program funds enhancement or preservation activities associated with transportation-related projects. Activity areas include:

- trail and bikeway;
- historic and archaeological; and
- scenic and environmental.

Who is eligible to request funding?

Public agencies and private non-profit organizations (and/or individuals) are eligible to sponsor. Private sponsors will require a public agency co-sponsor.

Qualifications for funding

- Minimum 30 percent local match is required for statewide enhancements; 20 percent or more local match is required for regional enhancement projects as determined by RPA or MPO policies.
- Enhancements must have a direct relationship to existing or planned surface transportation facilities.
- Projects or areas served by enhancement activities must fit into one or more of the following categories:
 - facilities for pedestrians and bicycles;
 - safety and educational activities for pedestrians and bicyclists;
 - acquisition of scenic easements and scenic or historic sites;
 - landscaping and other scenic beautification;
 - historic preservation;
 - rehabilitation and operation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals);
 - preservation of abandoned railway corridors, including the conversion and use of those corridors for pedestrian or bicycle trails;
 - control and removal of outdoor advertising;
 - archaeological planning or research;
 - mitigation of water pollution due to highway runoff or to reduce vehicle-caused wildlife mortality while maintaining habitat connectivity; or
 - transportation museums.

Note: this list is all-inclusive; a project must fit into one or more of the above categories to be eligible for funding.

Type of submittal required

Depending on impact of the project (*regional or statewide*), applications can be submitted to either the DOT or the appropriate RPA or MPO.

- Projects considered *statewide* are those that go beyond regional or metropolitan boundaries, enhance the state transportation system, benefit state tourism, or are consistent with statewide planning. Statewide projects require filing of an application on a form provided by the DOT. Applications are available from the DOT and at www.dot.state.ia.us/forms/index.htm; and program information is available at www.sysplan.dot.state.ia.us/trans_enhance.htm
- For application requirements regarding *regional* (non-statewide) projects – contact the appropriate RPA/MPO.

Application amount minimum/maximum

In order to offset administrative costs, minimum total project size for statewide enhancements will normally be \$100,000 (RPAs and MPOs may have different guidelines for regional/metropolitan applications).

(continued on next page)

Application deadline

October 1 for *statewide* project applications (RPAs and MPOs may have different deadlines for regional/metropolitan applications).

Special project requirements

- Federal Highway Administration environmental concurrence is required.
- Right-of-way activities must comply with applicable federal and state laws.
- Plans and specifications must be prepared by an Iowa licensed professional engineer/architect/landscape architect.
- If federal-aid dollars are used for a consulting engineer/architect/landscape architect, the Federal-Aid Consultant Selection Process must be used.
- Approval by DOT for plans and specifications is required.

Type of approval required

RPAs/MPOs select regional (*non-statewide*) projects for funding. DOT staff makes recommendations to the Iowa Transportation Commission for funding of *statewide* projects. The Commission makes final awards for funding.

Program's annual funding level

- Approximately \$4.5 million for *statewide* projects
- Approximately \$4.5 million for *regional* projects

More information/applications

Iowa Department of Transportation
Office of Systems Planning
800 Lincoln Way
Ames, Iowa 50010
515-239-1621

State Scenic Byway Program

Intent of program

This program was established to identify, protect and enhance roadways in Iowa which exemplify the state's scenic and historic resources. This effort is carried out through volunteer work and cooperation between interested citizens, organizations, local governments, and the DOT. **This is not a funding program.** The DOT designates a route as a State Scenic Byway on the basis of scenic and historic qualities, using established criteria. Applicants are then responsible for funding tourism and promotional plans. Federal grant opportunities are available for scenic byways (see National Scenic Byways Program on the following page).

Who is eligible to request designation?

While no funds are distributed through the state program, *designation* as a state scenic byway may be applied for by any group or individual having the support and concurrence of their local government entity (i.e. a County Board of Supervisors, City Council, Resource Conservation Development or County Conservation Board).

Type of submittal required

Applications are available from the DOT

Application Process/Deadline

Applications are due October 1, and are accepted in even-numbered years only. This begins a two-year process. Following review of the applications by the Scenic Byway Advisory Council, field inventories are conducted in the following spring, summer and fall. The next step is evaluation of the inventory data and preparation of the final reports, including ratings for each route. The evaluations are reviewed by the Council, which selects routes for designation. The process is complete in the spring of the second year, with the installation of Iowa Scenic Byway signs.

More information/applications

Iowa Department of Transportation
Office of Systems Planning
800 Lincoln Way
Ames, Iowa 50010
515-239-1369

National Scenic Byways Program

Intent of program

Provide funds for eligible projects associated with a state or nationally designated Scenic Byway.

Who is eligible to request funding?

Local byway groups sponsored by city, county or state government agencies are eligible to request funding for projects directly related to state or nationally designated Scenic Byways. Those groups coordinate with the DOT Scenic Byways coordinator to develop viable grant projects. The DOT Scenic Byways coordinator submits the candidate applications to the FHWA division office.

Qualifications for funding

- Projects must be eligible under the National Scenic Byways Program criteria. A minimum of 20 percent match is required from state, local government, private sector or federal land management agency sources.

Types of submittal required

Grant applications are submitted to the DOT. Electronic applications are available from the National Scenic Byways Program Web site at www.byways.org or contact the DOT Scenic Byways coordinator.

Application deadlines

Deadlines vary, depending on FHWA requirements. Contact the DOT Scenic Byways coordinator for details.

More information/applications

Iowa Department of Transportation
Office of Systems Planning
800 Lincoln Way
Ames, Iowa 50010
515-239-1369

Iowa Clean Air Attainment Program (ICAAP)

Intent of program

This program funds highway/street, transit, bicycle/pedestrian, rail, or freight projects or programs which help maintain Iowa's clean air quality by reducing transportation-related emissions. Eligible highway/street projects must be on the federal-aid system, which includes all federal functional class routes except local and rural minor collectors.

Who is eligible to request funding?

The state, a county or a city may sponsor an application or may co-sponsor for private, non-profit organizations and individuals. Transit systems may apply directly.

Qualifications for funding

- A local match of at least 20 percent is required.
- Eligible projects will fall into one of the following categories:
 - those which reduce emissions via traffic flow improvements and provide a direct benefit to air quality by addressing ozone, carbon monoxide or PM-10 (particulate matter);
 - those which reduce vehicle miles of travel (VMT)
 - those which reduce single-occupant vehicle trips; or
 - other transportation improvement projects which improve air quality or reduce congestion.

Net operating costs of new transit services are eligible for up to three years (at 80 percent federal/20 percent local participation).

Type of submittal required

Application forms must be submitted with emission reduction calculations and supporting documentation of congestion reduction and/or travel reduction assumptions. Applications are available from the DOT at www.dot.state.ia.us/forms/index.htm or at www.sysplan.dot.state.ia.us/icaap.htm.

Requested amount – minimum/maximum

Minimum \$20,000 total project cost

Application deadline

October 1, statewide competitive application

Special project requirements

Highway projects

- Projects must be let by the DOT.
- Federal Highway Administration (FHWA) environmental concurrence is required.
- Right-of-way activities must comply with applicable federal and state laws.
- Plans and specifications must be prepared by an Iowa licensed professional engineer.
- If federal-aid dollars are used for a consulting engineer, the Federal-Aid Consultant Selection Process must be used.
- DOT design criteria should be used for the appropriate road classification.
- Approval by the DOT of plans and specifications is required.
- Compliance with regulations regarding the following is required:
 - federal equal employment opportunity;
 - use of disadvantaged business enterprises;
 - Occupational Safety and Health Administration provisions; and
 - federal (Davis-Bacon) wage rates.

For those projects on federal-aid routes, refer to FHWA form 1273, "Required Contract Provisions, Federal-Aid Construction Contracts," for more information. Materials testing, construction inspection and final project acceptance must be done according to DOT procedures.

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Transit projects

- Capital improvements require adherence to approved transit procurement procedures and equipment specifications.
- Project candidates must be part of an approved five-year Capital Improvement Program.
- Federally funded projects must comply with requirements regarding:
 - civil rights protections;
 - use of disadvantaged business enterprises;
 - competitive procurement;
 - bus testing;
 - pre- and post-procurement audits; and
 - drug and alcohol testing.

Type of approval required

- Project Evaluation Committee/DOT staff recommendation, with Iowa Transportation Commission approval
- Inclusion of selected projects in the Statewide Transportation Improvement Program (RPAs and MPOs must also include selected projects in their respective Transportation Improvement Programs)
- FHWA and FTA final approval of the STIP
- Authorization by FHWA of projects prior to proceeding with work or with advertisement of the project for receipt of bids

Transit projects must be approved by the FTA as part of either a direct or a statewide grant.

Average length of time for acceptance decision

Four months

Program's annual funding level

Approximately \$4.7 million annually

More information/applications

Iowa Department of Transportation
Office of Systems Planning
800 Lincoln Way
Ames, Iowa 50010
515-239-1681

Safe Routes to School Program

Intent of Program

To provide infrastructure and noninfrastructure improvements which will result in more students walking or bicycling to school.

Who is eligible to request funding?

State, local and regional agencies, including nonprofits, schools (both public and private), parent-teacher associations, etc.

Qualifications for funding

No local funding match is required. All applications must address both infrastructure and noninfrastructure components. Infrastructure improvements resulting from successful applications must be maintained as a public facility for a minimum of 10 years.

Type of submittal required

Application forms are available from the Iowa Department of Transportation, and at:
http://www.sysplan.dot.state.ia.us/main_grants.htm

Type of approval required

Iowa DOT recommendation; Iowa Transportation Commission approval. FHWA environmental concurrence is required. Projects must conform to federal funding requirements.

Program's annual funding level

Approximately \$1,000,000

Application deadline

October 1

More information/applications

Iowa Department of Transportation
Office of Systems Planning
800 Lincoln Way
Ames, Iowa 50010
515-239-1713

Transit Programs

State Transit Assistance

Intent of Program

Provide state funding assistance to support and improve locally sponsored public transit programs.

Who is eligible for funding?

Urban or regional transit systems as designated by local officials under Chapter 324A of the Code of Iowa. Transit systems may be organized as public bodies or as private not-for-profit corporations.

Qualifications for funding

- Projects must be in an approved TIP.
- Approximately 97 percent of funding is distributed among eligible transit systems using a performance-based distribution formula calculated on prior year statistics for rides, miles, operating cost and local support. There is no local match requirement for formula funds.
- Approximately 3 percent of funding is reserved for statewide transit training needs (including transit training fellowships) and emergency projects. Fellowships require a local match of 20 percent. Emergency project match requirements vary with the nature of the project.

Type of submittal required

Submittal requirements are listed in the table following this section which outlines the federal and state requirements.

Application amount – minimum/maximum

Each transit system receives annual formula allocations. Application must be made to receive this entitlement.

Application deadline

April 1 for formula funds, variable for training fellowships and emergency funds

Special project requirements

Capital improvements require adherence to approved transit procurement procedures and equipment specifications.

Type of approval required

DOT staff recommendations with Iowa Transportation Commission approval

Average length of time for acceptance decision

75 days

Program's annual funding level

State funding varies, depending on total use tax paid (FY 2005: \$10.4 million)

More information/applications

Iowa Department of Transportation
Office of Public Transit
800 Lincoln Way
Ames, Iowa 50010
515-239-1875
www.iatransit.com

Urbanized Area Formula Program (Section 5307)

Intent of program

This program was established to provide federal funding for support of transit activities in urbanized areas over 50,000 in population.

Who is eligible for funding?

Urban transit systems from urbanized areas

Qualifications for funding

- Recipients must be designated by MPO and governor(s).
- Projects must be in approved Statewide Transportation Improvement Program.
- Federal formula allocates funds directly to urbanized areas over 200,000 in population; may be used for preventive maintenance, capital or planning.
- Single allocation to states for urbanized areas 50,000 to 199,999 population.
- Eighty percent of statewide allocation distributed among urbanized areas by federal formula.
- May be used for operating support, preventive maintenance, capital or planning.
- Twenty percent is distributed for capital projects based on peer pool recommendations.
- Non-federal matching funds required.
- 50 percent of operating deficit for operating support.
- 20 percent of net project cost for preventive maintenance, capital (other than vehicles) and planning.
- 17 percent of net project cost for ADA/CAAA vehicles.

Type of submittal required

Submittal requirements are listed in the table on page 69.

Application amount – minimum/maximum

Minimum: \$5,000

Application deadline

May 1

Special project requirements

Federally funded projects must comply with requirements regarding:

- civil rights protections;
- use of disadvantaged business enterprises;
- bus inspections;
- pre- and post-procurement audits;
- labor protection; and
- drug and alcohol testing.

Type of approval required

Funding allocations for areas under 200,000 in population require DOT staff recommendations with Iowa Transportation Commission approval. All grant applications must be approved by FTA.

Average length of time for acceptance decision

- Allocations within two months of appropriation
- Grants within three months of application as long as funds are available

Program's annual funding level

Iowa received approximately \$6 - \$8 million annually

(continued on next page)

More information/applications

Grant applications are sent to:

Federal Transit Administration

Region 7

901 Locust St., Suite 404

Kansas City, MO 64106

Phone: 816-329-3920

Fax: 816-329-3921

Capital Grants Program (Section 5309)

Intent of program

This program provides federal funding assistance for transit capital improvements including bus/bus facility replacement or expansions, fixed guideway modernization, and New Starts,

Who is eligible for funding?

Local public bodies may apply directly to Federal Transit Administration. Urban and regional transit agencies designated by local officials under Chapter 324A of the Code of Iowa may be sub-recipients of the Iowa Department of Transportation in statewide grant.

Qualifications for funding

- Projects must be in an approved Statewide Transportation Improvement Program.
- Recipients of individual earmarks may apply directly or as part of the statewide application.
- Funds from the statewide bus/bus facilities earmarks are programmed for capital projects, for urban or regional transit systems, based on PTMS ranking process and recommendations of the state transit association.
- Non-federal matching funds require: 20 percent of net project cost for capital (other than ADA/CAA vehicles); 17 percent of net project cost for ADA/CAA vehicles.

Type of submittal required

Submittal requirements are listed in the table following this section which outlines the federal and state requirements.

Application amount – minimum/maximum

Minimum: \$5,000

Application deadline

May 1

Special project requirements

Federally funded projects must comply with requirements regarding:

- civil rights protections;
- use of disadvantaged business enterprises
- bus inspections
- pre- and post-procurement audits
- drug and alcohol testing; and
- labor protection.

Type of approval required

Inclusion of project in application for statewide bus earmark – DOT staff recommendations with Iowa Transportation Commission approval. All grant applications approved by FTA.

Average length of time for acceptance decision

Commission action on inclusion in statewide application shortly after federal appropriation is passed (eight to nine months after local programming). FTA approval may be another five to nine months.

Program's annual funding level

Discretionary - Iowa received \$4.8 million in FY 2005, and \$4.1 million in FY 2006.

Note: Most funds are earmarked by Congress each year.

(continued on next page)

More information/applications

Individual grant applications to:
Federal Transit Administration
Region 7
901 Locust St., Suite 404
Kansas City, MO 64106
Phone: 816-329-3920
Fax: 816-329-3921

Applications to be included in the statewide project are sent to:

Iowa Department of Transportation
Office of Public Transit
800 Lincoln Way
Ames, Iowa 50010
515-239-1875
www.iatransit.com

Elderly and Persons with Disabilities Program (Section 5310)

Intent of program

This program was established to provide federal funding for support of transit activities in rural areas and in urban areas, and to support transit activities providing service to elderly persons and persons with disabilities. Of this funding, 30 percent is administered along with the non-urbanized funding; 70 percent is administered among urbanized transit systems.

Who is eligible for funding?

Urban and regional transit systems as designated by local officials under Chapter 324A of the Code of Iowa. Transit systems may be organized as public bodies or as not-for-profit corporations.

Qualifications for funding

RPA planning and intercity bus assistance are funded off-the-top. Of the remaining funds, 80 percent is distributed among all eligible transit systems using a performance-based distribution formula based on prior year statistics (may be used for operating support, preventive maintenance, capital, or planning); 20 percent is distributed for capital projects based on peer pool recommendations.

Non-federal matching funds required:

- 50 percent of operating deficit for operating support
- 20 percent of net project cost for preventive maintenance, capital (other than ADA/CAAA vehicles) and planning
- 17 percent of net project cost for ADA/CAAA vehicles. Funding is allocated by formula.

Type of submittal required

Submittal requirements are listed in the table on page 69.

Application amount – minimum/maximum

Not applicable

Application deadline

May 1

Special project requirements

Federally funded projects must comply with requirements regarding:

- civil rights protections;
- use of disadvantaged business enterprises;
- bus inspections;
- pre- and post-procurement audits
- drug and alcohol testing; and
- labor protection.

Type of approval required

DOT staff recommendations with Iowa Transportation Commission approval

Average length of time for acceptance decision

- Operations, preventive maintenance, planning and formula capital: 75 days
- Peer pool capital: 9 months

Program's annual funding level

Iowa receives approximately \$1 million annually.

More information/applications

Iowa Department of Transportation
Office of Public Transit
800 Lincoln Way
Ames, Iowa 50010
515-239-1872
www.iatransit.com

Intercity Bus Assistance (Section 5311)

Intent of program

This program provides funds for: existing intercity bus routes that tie Iowa to the rest of the country; new feeder routes which will give smaller communities access to existing intercity routes; marketing for new or existing routes; and providers' efforts to upgrade equipment and facilities to become compliant with ADA.

Who is eligible for funding?

Private intercity bus companies, public transit agencies and local communities (Joint private/public applications are encouraged.)

Qualifications for funding

To preserve the existing intrastate system:

- 10 cents per revenue mile for preventive maintenance and insurance costs
- Allocated based on existing miles of Iowa intercity service
- Quarterly report of the number of Iowa passengers by origins, destinations, locations of ticket sales, miles of revenue service, and total cost per revenue mile
- Must connect to the Iowa intercity bus system which is connected to the nationwide intercity bus network
- New intercity bus service must be ADA accessible.

Development of new connector/feeder service:

- Up to 50 cents per mile primarily for preventive maintenance and insurance costs
- New routes that duplicate existing routes: 10 cents per mile
- Eligible for funding for two years
- Quarterly report of the number of Iowa passengers by origin, destination, location of ticket sales, miles of revenue service, and total cost per revenue mile
- Must connect to the Iowa intercity bus system which is connected to the nationwide intercity bus network
- New intercity bus service must be ADA accessible.

Marketing of new or existing routes:

- 80 percent federal and 20 percent non-federal
- For projects developed jointly by cities and carriers
- Limited to external, non-labor costs only

Vehicle and bus terminal improvements:

- Require commitments to continue service for a period of years
- Improvements must meet ADA standards.

Type of submittal required

Proposals must include a detailed description of applicant's project, including break-out of costs with rationale for inclusion of each cost. For projects other than existing service, the project's justification, based on the needs and benefits to Iowa citizens, must be included.

Application amount – minimum/maximum

- Maximum for each marketing of new programs: \$12,000 federal funds
- Maximum for each marketing of existing service: \$7,500 federal funds

Application deadline

Prior to October 1 of each year

(continued on next page)

Special project requirements

Providers of intercity bus service must hold proper interstate operating authority. Recipients must also comply with the following requirements for receiving federal funds:

- FTA drug and alcohol testing;
- FTA transit procurement standards (for project-related procurement);
- independent audit requirements;
- EEO and disadvantaged business enterprise regulations;
- labor protection certification;
- environmental protection regulations; and
- federal (Davis-Bacon) wage rates (for construction projects).

Type of approval required

Project proposals will be reviewed by DOT staff and submitted to the Iowa Transportation Commission for approval.

Average length of time for acceptance decision

75 days

Program's annual funding level

- Total program - existing services: \$300,000
- New feeder service: \$200,000
- Marketing: \$100,000
- ADA vehicle/facility improvements: \$200,000

More information/applications

Iowa Department of Transportation
800 Lincoln Way
Ames, Iowa 50010
Office of Public Transit
515-239-1530
www.iatransit.com

Non-Urbanized Area Formula Program (Section 5311)

Intent of program

This program provides federal funding for support of transit activities in rural areas and in urban areas of less than 50,000 in population. This program provides capital and operating assistance for rural and small urban transit systems.

Who is eligible for funding?

Urban and regional transit systems as designated by local officials under Chapter 324A of the Code of Iowa are eligible to apply for funding. Transit systems may be organized as public bodies or as private, not-for-profit corporations.

Qualifications for funding

RPA planning is funded off the top. Of the remaining funds, 80 percent is distributed among all eligible transit systems using a performance-based distribution formula based on prior year statistics (may be used for operating support, preventive maintenance, capital, or planning), and 20 percent is distributed for capital projects based on peer pool recommendations.

Non-federal matching funds required:

- 50 percent of operating deficit for operating support
- 20 percent of net project cost for preventive maintenance, capital (other than ADA/CAAA vehicles), and planning
- 17 percent of net project cost for ADA/CAAA vehicles (funding is allocated by formula)

Type of submittal required

Submittal requirements are listed in the table on page 69.

Application amount – minimum/maximum

Not applicable

Application deadline

May 1

Special project requirements

Federally funded projects must comply with requirements regarding:

- civil rights protections;
- use of disadvantaged business enterprises;
- bus inspections;
- pre- and post-procurement audits;
- drug and alcohol testing; and
- labor protection.

Type of approval required

DOT staff recommendations with Iowa Transportation Commission approval

Average length of time for acceptance decision

- Operations, preventive maintenance, planning and formula capital: 75 days
- Peer pool capital: nine months

Program's annual funding level

Iowa receives approximately \$8 million - \$9 million

More information/applications

Iowa Department of Transportation
Office of Public Transit
800 Lincoln Way
Ames, Iowa 50010
515-239-1875
www.iatransit.com

Over-the-Road Bus Accessibility Program (Section 3038)

Intent of program

This program was established to provide federal funding to assist in implementing accessibility requirements for over-the-road buses (OTRB). The OTRB rule is required by the Americans with Disabilities Act of 1990.

Who is eligible for funding?

Intercity fixed route carriers

Qualifications for funding

- Matching funds (federal share is 50 percent of cost of project needed to comply with ADA)
- Service must impact rural areas and low-income individuals, and have been identified as needed

Type of submittal required

Identified need for service, financial capacity, impact on rural area, and timing of acquisition of required equipment. All requirements of intercity operational program must also be followed.

Application deadline

Varies

Special project requirements

Federally funded projects must comply with requirements regarding:

- civil rights protections;
- use of disadvantaged business enterprises;
- bus inspections;
- pre- and post-procurement audits; and
- drug and alcohol testing.

Type of approval required

Federal Transit Administration (FTA)

Average length of time for acceptance decision

Varies – application is directed to the FTA which annually sets the application deadline

Program's annual funding level

Nationally: \$7.4 million for FY 2006

More information/Applications

Iowa Department of Transportation
800 Lincoln Way
Ames, Iowa 50010
515-239-1875
www.iatransit.com

Federal Transit Administration
Region 7
901 Locust Street, Suite 404
Kansas City, MO 64106
Phone: 816-329-3920
Fax: 816-329-3921

Job Access and Reverse Commute (Section 5316) – Federal Transit Funds

Intent of Program

This program funds the development of transportation services to connect welfare recipients and low-income persons to employment and support services.

Who is eligible for funding?

Local transit agencies (public and non-profit)

Qualifications for funding

- Coordinated transportation/human service planning mechanism is required.
- Matching funds are required (federal share is 50 percent for operating costs, 80 percent for capital expenses of program).
- Funds must promote employer-provided transportation and use of transit for non-traditional and transit voucher programs.

Type of submittal required

Project proposal must include:

- percentage of target population receiving welfare benefits;
- need for additional services;
- coordination with existing providers;
- coordination with state welfare agencies implementing the Temporary Assistance for Needy Families program; and
- use of innovative approaches.

Application amount – minimum/maximum

Discretionary funding

Application deadline

May 1

Special project requirements

Must meet other requirements for receiving federal funds

Type of approval required

The Federal Transit Agency (FTA) gives final approval to all federal discretionary funds. Projects may be submitted to the DOT for submission in a statewide application.

Average length of time for acceptance decision

Varies

Program's annual funding level

FY 2006 funding

Urbanized 200,000 or more in population

- IL/IA Davenport: \$125,901
- Des Moines: \$127,421
- IA/NE Council Bluffs-Omaha: \$258,026

Urbanized 50,000 – 199,000 in population

- Iowa: \$404,283

Non-urbanized areas, 50,000 or less in population

- Iowa: \$393,228

Submittal Requirements

	State Funds	State-Administered Federal Funds	Federal Funds*
Inclusion in the RPA/MPO TIP (and resulting STIP)	Yes	Yes	Yes
Consolidated transit funding application form	Yes	Yes	No
Resolution from applicant's policy board	Yes	Yes	Yes
Certification of compliance with federal transit requirements	No	Yes	Yes
Documentation of a public hearing	Yes	Yes	Yes
Listing of other surface transportation providers in the service area	No	Rural applicants only	No
Signed agreement to abide by federally established labor protection provisions	No	Rural applicants only	Yes, unless employees are non-union

**Most assistance for areas over 50,000 in population is administered directly by the federal government*

Iowa Clean Air Attainment Program (ICAAP)

Intent of program

This program funds highway/street, transit, bicycle/pedestrian, rail, or freight projects or programs which help maintain Iowa's clean air quality by reducing transportation-related emissions. Eligible highway/street projects must be on the federal-aid system, which includes all federal functional class routes except local and rural minor collectors.

Who is eligible to request funding?

The state, a county or a city may sponsor an application or may co-sponsor for private, non-profit organizations and individuals. Transit systems may apply directly.

Qualifications for funding

- A local match of at least 20 percent is required.
- Eligible projects will fall into one of the following categories:
 - those which reduce emissions via traffic flow improvements and provide a direct benefit to air quality by addressing ozone, carbon monoxide or PM-10 (particulate matter);
 - those which reduce vehicle miles of travel (VMT)
 - those which reduce single-occupant vehicle trips; or
 - other transportation improvement projects which improve air quality or reduce congestion.

Net operating costs of new transit services are eligible for up to three years (at 80 percent federal/20 percent local participation).

Type of submittal required

Application forms must be submitted with emission reduction calculations and supporting documentation of congestion reduction and/or travel reduction assumptions. Applications are available from the DOT at www.dot.state.ia.us/forms/index.htm or at www.sysplan.dot.state.ia.us/icaap.htm.

Requested amount – minimum/maximum

Minimum \$20,000 total project cost

Application deadline

October 1, statewide competitive application

Special project requirements

Highway projects

- Projects must be let by the DOT.
- Federal Highway Administration (FHWA) environmental concurrence is required.
- Right-of-way activities must comply with applicable federal and state laws.
- Plans and specifications must be prepared by an Iowa licensed professional engineer.
- If federal-aid dollars are used for a consulting engineer, the Federal-Aid Consultant Selection Process must be used.
- DOT design criteria should be used for the appropriate road classification.
- Approval by the DOT of plans and specifications is required.
- Compliance with regulations regarding the following is required:
 - federal equal employment opportunity;
 - use of disadvantaged business enterprises;
 - Occupational Safety and Health Administration provisions; and
 - federal (Davis-Bacon) wage rates.

For those projects on federal-aid routes, refer to FHWA form 1273, "Required Contract Provisions, Federal-Aid Construction Contracts," for more information. Materials testing, construction inspection and final project acceptance must be done according to DOT procedures.

(continued on next page)

Transit projects

- Capital improvements require adherence to approved transit procurement procedures and equipment specifications.
- Project candidates must be part of an approved five-year Capital Improvement Program.
- Federally funded projects must comply with requirements regarding:
 - civil rights protections;
 - use of disadvantaged business enterprises;
 - competitive procurement;
 - bus testing;
 - pre- and post-procurement audits; and
 - drug and alcohol testing.

Type of approval required

- Project Evaluation Committee/DOT staff recommendation, with Iowa Transportation Commission approval
- Inclusion of selected projects in the Statewide Transportation Improvement Program (RPAs and MPOs must also include selected projects in their respective Transportation Improvement Programs)
- FHWA and FTA final approval of the STIP
- Authorization by FHWA of projects prior to proceeding with work or with advertisement of the project for receipt of bids

Transit projects must be approved by the FTA as part of either a direct or a statewide grant.

Average length of time for acceptance decision

Four months

Program's annual funding level

Approximately \$4.7 million annually

More information/applications

Iowa Department of Transportation
Office of Systems Planning
800 Lincoln Way
Ames, Iowa 50010
515-239-1681

Transportation Acronyms

AAR	Association of American Railroads (members: largest rail companies)
AASHTO	American Association of State Highway and Transportation Officials (national transportation organization)
ADA	Americans with Disabilities Act (federal law)
ADT	Average daily traffic (number of vehicles per day)
AFSCME	American Federation of State, County and Municipal Employees (one union which represents eligible public employees)
AG	Attorney General
AGC	Associated General Contractors (members: road and bridge builders)
AIP	Airport Improvement Program (state and federal programs)
ALAS	Accident Location and Analysis System (computerized information available to engineering and law enforcement agencies)
APWA	American Public Works Association
ATV	All-terrain vehicle (vehicle designed for off-road use)
AWOS	Automated Weather Observation System (statewide information for pilots)
CAAA	Clean Air Act Amendment (federal law)
CADD	Computer-Aided Drafting and Design (computerized design of roads, bridge, structures, etc.)
CDL	Commercial Driver's License (special license for commercial motor vehicle operators)
CFR	Code of Federal Regulations (federal equivalent to Iowa Administrative Law)
CIN	Commercial & Industrial Highway Network (key state roads, not interstate)
CJPC	Contractors Joint Policy Committee (members: road construction associations)
CMAQ	Congestion Mitigation and Air Quality Improvement Program
COG	Council of Governments (affiliation of local governments)
C-STEP	County-State Traffic Engineering Program (safety improvements funded 45 percent by the county and 55 percent by the state on the rural portion of the primary road system)
DBE	Disadvantaged business enterprise (minority/women-owned companies)
DED	Iowa Department of Economic Development
DNR	Iowa Department of Natural Resources

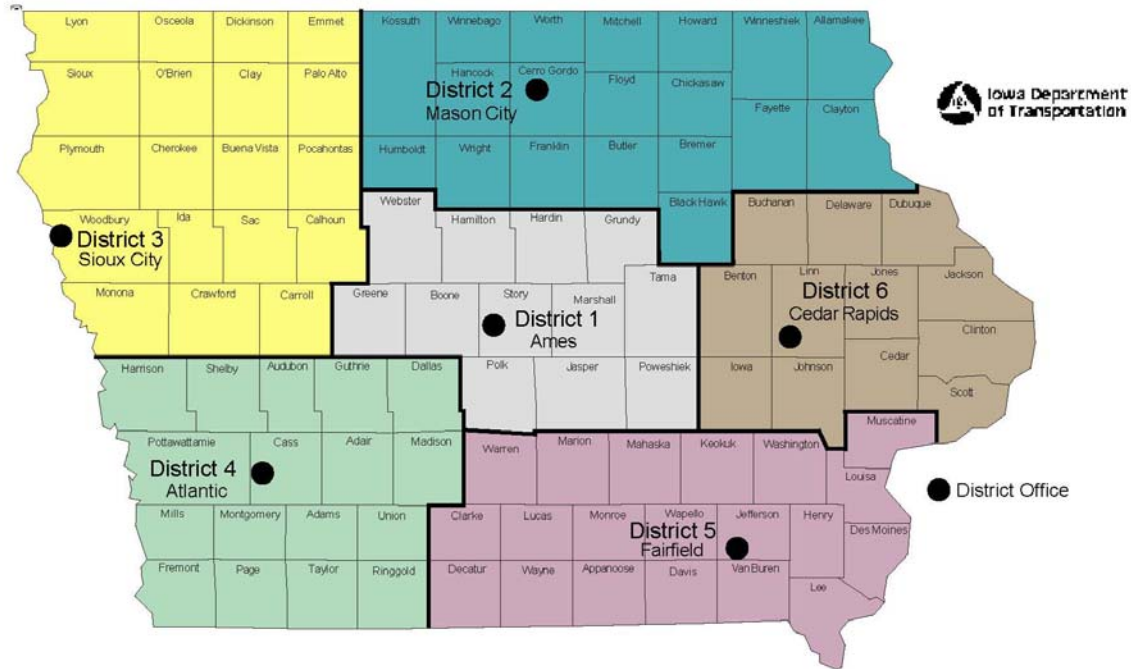
DOE	U.S. Department of Energy
DOT	Iowa Department of Transportation
DPS	Iowa Department of Public Safety
DRF	Iowa Department of Revenue and Finance
EA	Environmental assessment (federally required evaluation)
EIS	Environmental impact statement (federally required evaluation)
EPA	Environmental Protection Agency (federal agency)
FAA	Federal Aviation Administration
FBO	Fixed base operator (manager of an airport's operations)
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration (part of U.S. DOT)
F-M	Farm-to-market (network of rural secondary roads)
FMCSA	Federal Motor Carrier Safety Administration (part of U.S. DOT)
FONSI	Finding of no significant impact (possible response to an environmental assessment)
FRA	Federal Railroad Association (part of U.S. DOT)
FTA	Federal Transit Administration (part of U.S. DOT)
GA	General Assembly (state legislature)
GAO	General Accountability Office (conducts analysis of federal programs)
GIS	Geographic Information System (computerized mapping and planning tool)
GPS	Global Positioning System (location identification tool using satellites)
GVWR	Gross vehicle weight rating (manufacturer's design weight rating for commercial vehicles)
HOV	High-occupancy vehicle (autos occupied by more than the driver)
HUF	Highway Users Federal (national lobby group)
ICEA	Iowa County Engineers Association
IFTA	International Fuel Tax Agreement (cooperative fuel tax collection system)
IGRA	Iowa Good Roads Association (industry group)
ILEA	Iowa Law Enforcement Academy (peace officer training center)
IMTA	Iowa Motor Truck Association (industry group)
IPTA	Iowa Public Transit Association (industry group)

IRFA	Iowa Railway Finance Authority
IRP	International Registration Plan (cooperative vehicle registration system for motor carriers)
ISAC	Iowa State Association of Counties (county officials' group)
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991 (1991 reauthorization legislation)
ITS	Intelligent transportation system (using technology to improve the efficiency of highway operations)
LCV	Longer combination vehicles (commercial motor vehicles with two or more trailers)
MAGLEV	Magnetic levitation (national high-speed ground transportation)
MCSAP	Motor Carrier Safety Assistance Program (federal program)
MPO	Metropolitan Planning Organization (transportation planning agency for urban areas of more than 50,000 in population)
MUTCD	Manual on Uniform Traffic Control Devices
NCHRP	National Cooperative Highway Research Program (part of TRB)
NGA	National Governors Association (organization for all 50 governors)
NHS	National Highway System (network identified by Congress; Iowa's system includes CIN and interstate) and also a federal-aid highway program
NHTSA	National Highway Traffic Safety Administration (part of U.S. DOT)
NTSB	National Transportation Safety Board (federal agency)
OSHA	Occupational Safety and Health Administration (federal agency)
OWI	Operating while intoxicated (driving while under the influence of alcohol or drugs)
PRF	Primary Road Fund (DOT share of state RUTF plus federal and miscellaneous funds)
PSA	Public service announcement (free television/radio messages)
RAC	Rail Advisory Committee (state industry group)
RFP	Request for proposal
RISE	Revitalize Iowa's Sound Economy (city and county program using dedicated fuel tax to finance road projects intended to support economic development)
ROW	Right-of-way (property owned by highway authorities for highway purposes)
RPA	Regional planning affiliation
RTP	Regional transportation plan (part of planning process)
RUTF	Road Use Tax Fund (state revenue from fuel and other taxes earmarked for roads)
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (2005 reauthorization legislation)

SHPO	State Historic Preservation Office
SME	Special mobile equipment (off-highway equipment incidentally operated on highways)
STA	State transit assistance
STB	Surface Transportation Board
STIP	Statewide Transportation Improvement Program (list of highway and transit project scheduled for implementation over the next three years using federal funds)
STP	Surface Transportation Program (federal program established as part of ISTEA and continued in successive reauthorizations)
TEA-21	Transportation Equity Act for the 21 st Century (1990 reauthorization legislation)
TIP	Transportation Improvement Program (RPA/MPO/DOT listing of highway and transit projects showing project schedule, cost and funding source)
TJ	Transfer of jurisdiction (of highway authority)
TMA	Transportation management area (urban area with more than 200,000 population)
TODS	Tourist-oriented directional sign (special signing program)
TRB	Transportation Research Board (national group)
USC	United States Code (federal laws)
U.S. DOT	United States Department of Transportation
UST	Underground storage tank for fuel
U-STEP	Urban-State Traffic Engineering Program (safety improvements funded 45 percent by a municipality and 55 percent by the state on municipal extensions of the primary road system)
VIN	Vehicle identification number (unique serial number for vehicles, assigned by the manufacturer)
VMT	Vehicle miles of travel (number of miles traveled over a given highway)

District Engineers - map

Iowa Transportation District Engineers



- | | | |
|---|---|--|
| <p>Rich Michaelis, P.E.
2800 E. Gordon Drive
P.O. Box 987
Sioux City, IA 51102-0987
(712) 276-1451
Fax: (712) 276-2822</p> | <p>Vicki Dumdei, P.E.
1420 Fourth St. S.E.
P.O. Box 741
Mason City, IA 50402-0741
(641) 423-7584
Fax: (641) 423-0246</p> | <p>Richard Kautz, P.E.
430 16th Ave. S. W.
P.O. Box 3150
Cedar Rapids, IA 52406-3150
(319) 364-0235
Fax: (319) 364-9614</p> |
| <p>John Selmer, P.E.
US 71 & US 6, P.O. Box 406
Atlantic, IA 50022
(712) 243-3355
Fax: (712) 243-6788</p> | <p>Scott Dockstader, P.E.
1020 S. Fourth St.
Ames, IA 50010
(515) 239-1194
Fax: (515) 239-1472</p> | <p>Larry Jackson, P.E.
307 W. Briggs Ave.
P.O. Box 587
Fairfield, IA 52556-0587
(641) 472-4171
Fax: (641) 472-3622</p> |

MPOs and RPAs (District Planners) – map

District Transportation Planners' Areas of Responsibility Metropolitan Planning Organizations and Regional Planning Affiliations

