

Guide to Transportation Funding Programs

of interest to local governments and others

In this document you will find information regarding state and federal 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) bureau listed for each program. (In some cases, the DOT district office or a Regional Planning Affiliation/Metropolitan Planning Organization is the recommended contact – maps and information for your area can be found beginning on page 73.)

As always, to help you find as many potential funding sources as possible, we have included some programs under more than one heading.

Notes:

- “Annual funding” or “available” amounts *exclude* any supplemental funding.
- Much of the program information herein will change due to the recently enacted Infrastructure Improvement and Jobs Act. As implementation details are released, those changes will be reflected in this guide.

December 2021



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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 (e.g. manufacturing, industrial, professional office [not personal service related], non-retail.) Relocation of jobs within the state does not qualify. Local match is a minimum of 20 percent.
- Local Development – projects that support local economic development but that do not require an immediate commitment of funds (e.g. industrial parks, tourist attractions), or do not meet the Immediate Opportunity criteria. 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. Locations certified through the Iowa Economic Development Authority's "Iowa's Certified Sites Program" may be eligible for greater RISE participation, resulting in funding commitments requiring 30-40 percent local match depending on the size of the certified site.

Type of submittal required

Application and request forms are available from the DOT and at <https://iowadot.seamlessgov.com/> See also: https://iowadot.gov/systems_planning/Grant-Programs/Revitalize-Iowas-Sound-Economy-RISE-Program

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

Iowa DOT staff reviews all road project concepts, cost estimates, plans, and specifications. Plans and specifications shall be prepared by an Iowa licensed professional engineer. Code of Iowa requirements for public expenditures apply (e.g. right-of-way activities, environmental clearances and letting procedures). Local Development applications assisting the redevelopment of brownfield sites receive added consideration. Roadway improvements are monitored throughout the life of the project with an Accomplishment Report required three years after the roadway is open to traffic. Local Development projects require development in the area to be in RISE eligible uses and Immediate Opportunity projects are contingent on job creation and/or retention.

Type of approval required

Iowa 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 \$12 million for cities and \$6 million for counties

More information/applications

Iowa Department of Transportation
Systems Planning Bureau
800 Lincoln Way
Ames, Iowa 50010
515-239-1738

https://iowadot.gov/systems_planning/Grant-Programs/Revitalize-Iowas-Sound-Economy-RISE-Program

Railroad Revolving Loan and Grant Program

Intent of program

This state loan and grant program was established to build or improve rail infrastructure or facilities that will spur economic development and job growth and to provide assistance to railroads for the preservation and improvement of the rail transportation system.

Who is eligible to request funding?

Those eligible to request funds include:

- businesses and industries
- railroads
- local governments
- economic development agencies

Qualifications for funding

Projects may be funded through a grant or loan, or a combination thereof. Justification for projects will focus on job creation, wage quality and project investment.

Project types include:

- Job creation – rail projects which support immediate local business location or expansion, economic development or provide assistance to railroads for improvement of the rail transportation system that are tied to job growth. Grants in this category require a commitment to create a specific number of jobs within three years of the rail project completion. Grants require a fifty percent local match; loans a 20 percent local match.
- Rail network improvement – projects related to the preservation and improvement of the state's rail system. Loans are available with no specific job creation requirement. Twenty percent local match is required.
- Rail Port Planning and Development - projects include planning and development studies that collect information and create databases that enable a community, county or region to make fact-based decisions concerning the location, design, or funding requirements for a rail port facility. The end result of a planning study should help decision makers evaluate rail development options that support industrial and business progress and economic growth in the community and regions. Grants require a 20 percent local match.

Type of submittal required

Application forms are available from the DOT and at <https://iowadot.gov/iowarail/Financial-Assistance/rrlqp>

Applications are accepted at any time and reviewed periodically when funds are available.

A notice of funding availability and application deadlines will be announced at:

<https://iowadot.gov/iowarail/financial-assistance/rrlqp>

Type of approval required

The Transportation Commission reviews and approves all grant and loan funding.

Program's annual funding level

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

More information/applications

Iowa Department of Transportation

Rail Transportation Bureau

800 Lincoln Way

Ames, Iowa 50010

515-239-1066

<https://iowadot.gov/iowarail/financial-assistance/rrlqp>

Linking Iowa's Freight Transportation System (LIFTS) Program

Intent of program

The LIFTS program seeks to address the gaps in multimodal funding to assist in bolstering the freight transportation system – be that by truck, train, barge, airplane, or multiple modes. This program is a grant funding opportunity utilizing federal funding to improve Iowa's freight system and will focus on projects not typically funded through traditional highway funding programs.

Who is eligible to request funding?

A transportation provider, transportation user, city, county, or any other entity with an interest in a freight transportation improvement is eligible to apply for funding. Joint applications and public/private partnerships are allowed and encouraged. Applicants must provide a local match for their project. The minimum amount of matching funds required of a public entity or a public/private partnership is 20%. Private entities must provide a 50% match if not partnering with a public agency.

Qualifications for funding

Prior to incurring costs intended to be reimbursed or credited toward the non-federal share of eligible project costs, the project funding agreement must be executed and authorization by the FHWA must be obtained. Activities or items eligible for reimbursement include:

- Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities.
- Construction, reconstruction, and rehabilitation
- Acquisition of real property (including land relating to the project and improvements to land)
- Acquisition of equipment that facilitates direct intermodal interchange, transfer, or access into or out of the facility.
- Operational improvements directly relating to improving system performance.

Type of submittal required

Application forms are available from the DOT and at

<https://iowadot.gov/iowarail/financial-assistance/lifts#486411783-application>

Applications are accepted at any time and reviewed periodically when funds are available.

Notices of funding availability and application deadlines are announced at:

<https://iowadot.gov/iowarail/financial-assistance/lifts>

Type of approval required

The Transportation Commission reviews and approves all grant funding.

Program's annual funding level

The program is funded from 10% of Iowa's share of the National Highway Freight Program - funding availability varies.

More information/applications

Iowa Department of Transportation

Rail Transportation Bureau

800 Lincoln Way

Ames, Iowa 50010

515-239-1066

<https://iowadot.gov/iowarail/financial-assistance/lifts>

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

10 percent local match/90 percent federal share

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

Commercial airports receiving primary entitlements apply directly to FAA.

Requested amount – minimum/maximum

\$25,000 minimum application amount

Application deadline

Late December (date varies)

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 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. 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
 Modal Transportation Bureau
 800 Lincoln Way
 Ames, Iowa 50010
 515-239-1691
www.iowadot.gov/aviation

State Airport Improvement Program – Airport Development and Immediate Safety Enhancement

Intent of program

This program provides funding for airport improvements, navigational aids, communications equipment, marketing, safety, security, outreach, education, and planning. Airport Development and Immediate Safety Enhancement are specific funding programs under the Airport Improvement Program.

Who is eligible to request funding?

Publicly owned airports in Iowa

Qualifications for funding

- Airport Development: up to 85 percent state share (projects must meet the objectives of state aviation system plan)
- Immediate Safety Enhancements: 70 percent state share of project

Type of submittal required

- Airport Development: Sponsor identification, project application sheet with description and justification, five-year capital improvement plan and sponsor resolution endorsing project
- Immediate Safety Enhancements: project application, including description of project and two estimates for the repairs

Requested amount – minimum/maximum

- Airport Development: \$5,000 minimum
- Immediate Safety Enhancement: \$10,000 maximum

Application deadline

- Airport Development: date varies – first week of May
- Immediate Safety Enhancement: ongoing

Special project requirements

- Airport Development: new construction must be shown on an airport layout plan
- security-related projects: the airport must have a security plan

Type of approval required

- Airport Development: DOT staff recommendation, with Iowa Transportation Commission approval
- Immediate Safety Enhancement: approval by the Modal Transportation Bureau

Average length of time for acceptance decision

- Airport Development: two months
- Immediate Safety Enhancement: one week

Program's annual funding level

Varies, depending on available funds in the State Aviation Fund

More information/applications

Iowa Department of Transportation
 Modal Transportation Bureau
 800 Lincoln Way
 Ames, IA 50010
 515-239-1691
www.iowadot.gov/aviation

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

- Fifty percent of funding is equally distributed among the commercial service airports.
- Forty percent of funding is distributed based on passenger boardings.
- Ten 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, demonstrated need and justification, local participation, and multi-jurisdictional support.

Type of submittal required

- Commercial Service Airports and 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

General Aviation: \$5,000 minimum; new construction: \$150,000; rehabilitation: \$75,000

Application deadline

Date varies – first week of May

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

Two months

Program's annual funding level

Funding varies, depending on appropriation amount (FY 2022: commercial service - \$1.9 million; general aviation - \$1 million)

More information/applications

Iowa Department of Transportation
 Modal Transportation Bureau
 800 Lincoln Way
 Ames, IA 50010
 515-239-1691
www.iowadot.gov/aviation

Linking Iowa's Freight Transportation System (LIFTS) Program

Intent of program

The LIFTS program seeks to address the gaps in multimodal funding to assist in bolstering the freight transportation system – be that by truck, train, barge, airplane, or multiple modes. This program is a grant funding opportunity utilizing federal funding to improve Iowa's freight system and will focus on projects not typically funded through traditional highway funding programs.

Who is eligible to request funding?

A transportation provider, transportation user, city, county, or any other entity with an interest in a freight transportation improvement is eligible to apply for funding. Joint applications and public/private partnerships are allowed and encouraged. Applicants must provide a local match for their project. The minimum amount of matching funds required of a public entity or a public/private partnership is 20%. Private entities must provide a 50% match if not partnering with a public agency.

Qualifications for funding

Prior to incurring costs intended to be reimbursed or credited toward the non-federal share of eligible project costs, the project funding agreement must be executed and authorization by the FHWA must be obtained. Activities or items eligible for reimbursement include:

- Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities.
- Construction, reconstruction, and rehabilitation
- Acquisition of real property (including land relating to the project and improvements to land)
- Acquisition of equipment that facilitates direct intermodal interchange, transfer, or access into or out of the facility.
- Operational improvements directly relating to improving system performance.

Type of submittal required

Application forms are available from the DOT and at

<https://iowadot.gov/iowarail/financial-assistance/lifts#486411783-application>

Applications are accepted at any time and reviewed periodically when funds are available.

Notices of funding availability and application deadlines are announced at:

<https://iowadot.gov/iowarail/financial-assistance/lifts>

Type of approval required

The Transportation Commission reviews and approves all grant funding.

Program's annual funding level

The program is funded from 10% of Iowa's share of the National Highway Freight Program - funding availability varies.

More information/applications

Iowa Department of Transportation

Rail Transportation Bureau

800 Lincoln Way

Ames, Iowa 50010

515-239-1066

<https://iowadot.gov/iowarail/financial-assistance/lifts>

Railroad Revolving Loan and Grant Program

Intent of program

This state loan and grant program was established to build or improve rail infrastructure or facilities that will spur economic development and job growth and provide assistance to railroads for the preservation and improvement of the rail transportation system.

Who is eligible to request funding?

Those eligible to request funds include:

- businesses and industries
- railroads
- local governments
- economic development agencies

Qualifications for funding

Projects may be funded through a grant or loan, or a combination thereof. Justification for projects will focus on job creation, wage quality and project investment.

Project types include:

- Job creation – rail projects which support immediate local business location or expansion, economic development or provide assistance to railroads for improvement of the rail transportation system that are tied to job growth. Grants in this category require a commitment to create a specific number of jobs within three years of the rail project completion. Grants require a fifty percent local match; loans a 20 percent local match.
- Rail network improvement – projects related to the preservation and improvement of the state's rail system. Loans are available with no specific job creation requirement. Twenty percent local match is required.
- Rail Port Planning and Development - projects include planning and development studies that collect information and create databases that enable a community, county or region to make fact-based decisions concerning the location, design, or funding requirements for a rail port facility. The end result of a planning study should help decision makers evaluate rail development options that support industrial and business progress and economic growth in the community and regions. Grants require a 20 percent local match.

Type of submittal required

Application forms are available from the DOT and at <https://iowadot.gov/iowarail/Financial-Assistance/rrlqp>

Applications are accepted at any time and reviewed periodically when funds are available.

A notice of funding availability and application deadlines will be announced at:

<https://iowadot.gov/iowarail/Financial-Assistance/rrlqp>

Type of approval required

The Transportation Commission reviews and approves all grant and loan funding.

Program's annual funding level

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

More information/applications

Iowa Department of Transportation

Rail Transportation Bureau

800 Lincoln Way

Ames, Iowa 50010

515-239-1066

<https://iowadot.gov/iowarail/Financial-Assistance/rrlqp>

Highway-Railroad Crossing Safety Program

Intent of Program

This federally funded program improves 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. Priorities are determined through a [benefit cost analysis](#) that takes into consideration the extent of vehicle and train traffic at the crossing, speed of trains, certain characteristics of the crossing, effectiveness of the proposed improvement, estimated cost of the improvement and other factors. Generally, those crossings with a high probability for a serious crash with a proposed improvement anticipated to be effective and cost efficient will receive the highest priority.

Type of submittal required

Form provided by the DOT is available at <https://iowadot.gov/iowarail>

Application deadline

July 1

Type of approval required

DOT staff recommendation with Iowa Transportation Commission approval

Average length of time for acceptance decision

Nine months

Program's annual funding level

\$4.9 million

More information/applications

Iowa Department of Transportation

Rail Transportation Bureau

800 Lincoln Way

Ames, IA 50010

515-239-1549

<https://iowadot.gov/iowarail>

Highway-Railroad Crossing Surface Repair Fund

Intent of program

This program assists railroad companies and public road jurisdictions with 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

Highway-Railroad Crossing Surface Repair Program application signed by both the public road jurisdiction and the railroad. Electronic Application and instructions are available at <https://iowadot.gov/iowarail>

Application deadline

Applications may be submitted at any time. Applications are time-stamped upon receipt at the DOT and are funded in the order in which they are received. Currently, there is approximately a 3- to 4-year backlog of projects in line for funding, so timely applications are encouraged.

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

More information/applications

Iowa Department of Transportation
 Rail Transportation Bureau
 800 Lincoln Way
 Ames, IA 50010
 515-239-1108
<https://iowadot.gov/iowarail>

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?

- Railroads
- State and local governments
- Government-sponsored authorities and corporations
- Joint ventures that include at least one railroad
- Limited option freight shippers who intend to construct a new rail connection

Qualifications for funding

- Direct loans for up to 100% of the project cost
- Repayment periods up to 35 years
- Interest rates equal to U.S. Treasury rate for comparable-term securities
- A Credit Risk Premium is assessed as a percentage of the total loan amount and varies by the overall risk of each unique transaction.
- Credit Risk Premium can be reduced with collateral, though collateral is not required
- Borrower pays an investigative fee for a financial advisor and outside counsel, if necessary (shall not exceed one half of one percent of the loan amount)

Type of submittal required

Program information can be found on the FRA website at <https://railroads.dot.gov/>

Type of approval required

The Federal Railroad Administration (FRA) will determine whether to approve or disapprove an application based on statutorily created criteria, including creditworthiness of the project and likelihood that the loan will be repaid, as well as a number of public benefits including safety, economic or environmental benefits and service or capacity related improvements.

Application deadline

Applications may be submitted at any time. A decision will be made 90 days after receipt of a complete application, as judged by the FRA.

More information

Iowa Department of Transportation
Rail Transportation Bureau
800 Lincoln Way
Ames, IA 50010
515-239-1140
<https://iowadot.gov/iowarail>

Linking Iowa's Freight Transportation System (LIFTS) Program

Intent of program

The LIFTS program seeks to address the gaps in multimodal funding to assist in bolstering the freight transportation system – be that by truck, train, barge, airplane, or multiple modes. This program is a grant funding opportunity utilizing federal funding to improve Iowa's freight system and will focus on projects not typically funded through traditional highway funding programs.

Who is eligible to request funding?

A transportation provider, transportation user, city, county, or any other entity with an interest in a freight transportation improvement is eligible to apply for funding. Joint applications and public/private partnerships are allowed and encouraged. Applicants must provide a local match for their project. The minimum amount of matching funds required of a public entity or a public/private partnership is 20%. Private entities must provide a 50% match if not partnering with a public agency.

Qualifications for funding

Prior to incurring costs intended to be reimbursed or credited toward the non-federal share of eligible project costs, the project funding agreement must be executed and authorization by the FHWA must be obtained. Activities or items eligible for reimbursement include:

- Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities.
- Construction, reconstruction, and rehabilitation
- Acquisition of real property (including land relating to the project and improvements to land)
- Acquisition of equipment that facilitates direct intermodal interchange, transfer, or access into or out of the facility.
- Operational improvements directly relating to improving system performance.

Type of submittal required

Application forms are available from the DOT and at

<https://iowadot.gov/iowarail/financial-assistance/lifts#486411783-application>

Applications are accepted at any time and reviewed periodically when funds are available.

Notices of funding availability and application deadlines are announced at:

<https://iowadot.gov/iowarail/financial-assistance/lifts>

Type of approval required

The Transportation Commission reviews and approves all grant funding.

Program's annual funding level

The program is funded from 10% of Iowa's share of the National Highway Freight Program - funding availability varies.

More information/applications

Iowa Department of Transportation

Rail Transportation Bureau

800 Lincoln Way

Ames, Iowa 50010

515-239-1066

<https://iowadot.gov/iowarail/financial-assistance/lifts>

Iowa Clean Air Attainment Program (ICAAP)

Intent of program

This program funds highway/street, transit, bicycle/pedestrian, 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?

Applications for ICAAP funding may be submitted by public entities such as cities, counties, public transit agencies, metropolitan planning organizations (MPOs), regional planning affiliations (RPAs) and state and federal agencies. Private non-profit organizations, individuals, and private for-profit entities may also apply with the co-sponsor of a public entity. For the purposes of this program, the public entity will assume fiscal responsibility for the project.

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 particulate matter PM-2.5 or PM-10 (all of these pollutant emissions must be addressed, and a reduction calculation must be provided by the applicant for all types of projects listed);
 - those which reduce vehicle miles of travel;
 - 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); however, an application must be submitted for each year funding is requested.

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 <https://iowadot.seamlessgov.com/> or at https://iowadot.gov/systems_planning/Grant-Programs/lowa-Clean-Air-Attainment-Program-ICAAP

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.

(continued on next page)

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.

Special Project Requirements - 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 (STIP)
- Regional Planning Affiliations and Metropolitan Planning Organizations must also include selected projects in their respective Transportation Improvement Program
- 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 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 \$4.0 million

More information/applications

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

https://iowadot.gov/systems_planning/Grant-Programs/Iowa-Clean-Air-Attainment-Program-ICAAP

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 (e.g. manufacturing, industrial, professional office [not personal service related], non-retail.) Relocation of jobs within the state does not qualify. Local match is a minimum of 20 percent.
- Local Development – projects that support local economic development but that do not require an immediate commitment of funds (e.g. industrial parks, tourist attractions), or do not meet the Immediate Opportunity criteria. 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. Locations certified through the Iowa Economic Development Authority's "Iowa's Certified Sites Program" may be eligible for greater RISE participation, resulting in funding commitments requiring 30-40 percent local match depending on the size of the certified site.

Type of submittal required

Application and request forms are available from the DOT and at <https://iowadot.seamlessgov.com/>

See also: https://iowadot.gov/systems_planning/Grant-Programs/Revitalize-Iowas-Sound-Economy-RISE-Program

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

Iowa DOT staff reviews all road project concepts, cost estimates, plans, and specifications. Plans and specifications shall be prepared by an Iowa licensed professional engineer. Code of Iowa requirements for public expenditures apply (e.g. right-of-way activities, environmental clearances and letting procedures). Local Development applications assisting the redevelopment of brownfield sites receive added consideration. Roadway improvements are monitored throughout the life of the project with an Accomplishment Report required three years after the roadway is open to traffic. Local Development projects require development in the area to be in RISE eligible uses and Immediate Opportunity projects are contingent on job creation and/or retention.

Type of approval required

Iowa 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 \$12 million for cities and \$6 million for counties

More information/applications

Iowa Department of Transportation
Systems Planning Bureau
800 Lincoln Way
Ames, Iowa 50010
515-239-1738

https://iowadot.gov/systems_planning/Grant-Programs/Revitalize-Iowas-Sound-Economy-RISE-Program

Federal-aid Highway Bridge Program (STBG set-aside)

Intent of program

Using a set-aside of Surface Transportation Block Grant (STBG) program funds, this federal program provides for the replacement or rehabilitation of “poor” 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 “poor.”
- Bridge replacement candidates must have a structure inventory and appraisal (SI&A) sufficiency rating of 60 or less and average daily traffic of 25 vehicles or more.
- Bridge rehabilitation candidates must have an SI&A sufficiency rating of 80 or less and average daily traffic of 25 vehicles or more.

Type of submittal required

- Cities submit letters of request for specific eligible bridges, along with the Federal Highway Administration (FHWA) structure number, location and estimated cost of the project.
- Counties select bridges during the County Five-Year Program (CFYP) process, based on each county’s allocation. 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 million per bridge candidate (only one bridge per city per year). Counties are limited according to their individual allocations and to the borrowing restrictions set forth in I.M. 1.100.

Application deadline

City bridge candidate applications must reach the DOT by October 1. County bridges have no application process, but the bridges must be programmed in their CFYP.

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 must be used for the appropriate road classification.
- DOT specifications must 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/MPO for inclusion in the Transportation Improvement Program (TIP).
- DOT staff uses a formula to prioritize and select city bridge projects, per I.M. 1.100 linked below.
- Successful city candidates are responsible for ensuring inclusion of the project in the appropriate RPA/MPO TIP.
- FHWA gives final approval of the Statewide Transportation Improvement Program

Program's Annual Funding Level

Please see https://www.iowadot.gov/local_systems/publications/im/1100.pdf for more information on funding levels. Actual level is subject to annual obligation limits.

More information/applications

Iowa Department of Transportation

Local Systems Bureau

- secondary roads engineer (county projects)

- urban engineer (city projects)

800 Lincoln Way

Ames, IA 50010

515-239-1064 (county projects)

515-239-1291 (city projects)

Federal-aid Swap Highway Bridge Program (STBG set-aside)

Intent of program

Using a set-aside of Federal-aid Swap Surface Transportation Block Grant (STBG) program funds, this state program provides for the replacement or rehabilitation of structurally “poor” public roadway bridges.

Who is eligible to request funding?

Any agency with public road jurisdiction in an RPA or MPO that has not opted out of the Federal-aid Swap program.

Qualifications for funding (City program)

- Local match is not required.
- Only construction costs are eligible.
- The bridge candidate must be classified as “poor.”
- Bridge replacement candidates must have a structure inventory and appraisal (SI&A) sufficiency rating of 60 or less and average daily traffic of 25 vehicles or more.
- Bridge rehabilitation candidates must have an SI&A sufficiency rating of 80 or less and average daily traffic of 25 vehicles or more.

Qualifications for funding (County program)

- Local match is not required.
- Only construction costs are eligible.
- The bridge candidate must be classified as “poor.”
- Bridge replacement candidates must have a structure inventory and appraisal (SI&A) sufficiency rating of 60 or less and average daily traffic of 25 vehicles or more.
- Bridge rehabilitation candidates must have an SI&A sufficiency rating of 80 or less and average daily traffic of 25 vehicles or more.

Type of submittal required

- Cities submit letters of request for specific eligible bridges, along with the Federal Highway Administration (FHWA) structure number, location and estimated cost of the project.
- Counties select bridges during the County Five-Year Program (CFYP) process, based on each county’s allocation.

Requested amount – minimum/maximum

Cities are limited to \$1 million per bridge candidate (only one bridge per city per year). Counties are limited according to their individual allocations and to the borrowing restrictions set forth in I.M. 1.100.

Application deadline

City bridge candidate applications must reach the DOT by October 1. County bridges have no application process, but the bridges must be programmed in the CFYP.

Special project requirements

- Projects must be let by the DOT.
- Several environmental reviews are 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.
- DOT design criteria must be used for the appropriate road classification.
- DOT specifications must be used.

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Type of approval required

- The county selects projects and forwards them to the appropriate RPA/MPO for inclusion in the Transportation Improvement Program (TIP).
- DOT staff uses a formula to prioritize and select city bridge projects, per I.M. 1.100 linked below.
- Successful city candidates are responsible for ensuring inclusion of the project in the appropriate RPA/MPO TIP.

Program's Annual Funding Level

Please see https://www.iowadot.gov/local_systems/publications/im/1100.pdf for more information on funding levels. Actual level is subject to annual obligation limits.

More information/applications

Iowa Department of Transportation

Local Systems Bureau

- secondary roads engineer (county projects)

- urban engineer (city projects)

800 Lincoln Way

Ames, IA 50010

515-239-1064 (county projects)

515-239-1291 (city projects)

Iowa Clean Air Attainment Program (ICAAP)

Intent of program

This program funds highway/street, transit, bicycle/pedestrian, 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?

Applications for ICAAP funding may be submitted by public entities such as cities, counties, public transit agencies, metropolitan planning organizations (MPOs), regional planning affiliations (RPAs) and state and federal agencies. Private non-profit organizations, individuals, and private for-profit entities may also apply with the co-sponsor of a public entity. For the purposes of this program, the public entity will assume fiscal responsibility for the project.

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 particulate matter PM-2.5 or PM-10 (all of these pollutant emissions must be addressed, and a reduction calculation must be provided by the applicant for all types of projects listed);
 - those which reduce vehicle miles of travel;
 - those which reduce single-occupant vehicle trips; or
 - other transportation improvement projects to 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); however, an application must be submitted for each year funding is requested.

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 <https://iowadot.seamlessgov.com/> or at https://iowadot.gov/systems_planning/Grant-Programs/Iowa-Clean-Air-Attainment-Program-ICAAP

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.

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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.

Special Project Requirements - 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 Program
- 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 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 \$4.0 million

Federal-Aid Swap

The Iowa Transportation Commission is authorized to allocate moneys from the Primary Road Fund for city and county road and bridge projects in exchange for retaining all or a portion of federal-aid road funds that would otherwise be allocated to cities and counties. For more information concerning the Federal-Aid Swap Policy, please go to

https://iowadot.gov/local_systems/federal-aid-swap-information.

More information/applications

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

https://iowadot.gov/systems_planning/Grant-Programs/Iowa-Clean-Air-Attainment-Program-ICAAP

Federal-aid Surface Transportation Block Grant (STBG) Program

Intent of program

This federal program was established to:

- aid public road jurisdictions with funding for roads on federal-aid routes
- bridges on any public road
- provide funding for transit capital improvements (see also “STBG Program - transit” on page 66); 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 responsibilities.

Qualifications for funding

Road projects

A minimum of 20 percent non-federal match is required (80 percent federal funding). Road projects must be on a federal-aid road, which includes all federal functional class routes except local and rural minor collectors.

Bridge projects

Replacement, rehabilitation, preservation, protection, and anti-icing/deicing for bridges and tunnels on any public road, including construction or reconstruction necessary to accommodate other modes, are eligible. Additionally, construction of new bridges and tunnels on a federal-aid highway are also eligible. A minimum of 20 percent non-federal match is required (80 percent federal funding).

In addition to the STBG funds distributed to the RPAs and MPOs, a portion of STBG funds have been dedicated for bridge projects meeting the criteria specified under the Highway Bridge Program (see page 20).

Transit projects

See page 66

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 different deadlines for applications.

Special project requirements

Highway Projects

- Project contracts must be let by the DOT.
- Federal Highway Administration (FHWA) must authorize work prior to contract letting.
- FHWA environmental concurrence is required.
- Right-of-way activities must comply with applicable state and federal 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 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 must be done according to DOT procedures.

Transit projects (page 66)

- 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.
- Federal Highway Administration and Federal Transit Administration (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 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 \$80 million.

More information/applications

The appropriate RPA/MPO (see map and listing on page 74)

Federal-aid Swap Surface Transportation Block Grant (STBG) Program

Intent of program

This Swap program was established to:

- aid public road jurisdictions with funding for roads on major and minor collectors, as well as Farm-to-Market roads
- bridges on any public road
- provide funding for transit capital improvements (see also “STBG Program - transit” on page 66); 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 responsibilities.

Qualifications for funding

Road projects

No match is required. Road projects must be on a major or minor collector (or higher Federal Functional Classification), or Farm-to-Market route. Local Classification Roads do not qualify.

Bridge projects

Replacement, rehabilitation, preservation, protection, and anti-icing/deicing for bridges and tunnels on any public road, including construction or reconstruction necessary to accommodate other modes, are eligible. Additionally, construction of new bridges and tunnels on a federal-aid highway are also eligible. No match is required.

Of the STBG funds distributed to the RPAs and MPOs, a portion has been dedicated for bridge projects meeting the criteria specified under the Federal-aid Swap Highway Bridge Program (see page 21).

Transit projects

See page 66

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 different deadlines for applications.

Special project requirements

Highway and bridge projects

- Project contracts must be let by the DOT.
- Right-of-way activities must comply with applicable federal and state laws.
- Plans and specifications must be prepared by an Iowa licensed professional engineer.
- DOT approval of plans and specifications is required.

Transit projects (page 66)

- 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.

(continued on next page)

- 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.
- Federal Highway Administration and Federal Transit Administration (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 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 \$80 million.

More information/applications

The appropriate RPA/MPO (see map and listing on page 74)

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) for County projects.
- No match is required for City projects.
- Only construction costs are eligible.
- Replacement and rehabilitation candidates must be classified as “poor” according to federal guidelines.
- Replacement and rehabilitation candidates must have a sufficiency rating of 60 or 80 or less, respectively, and average daily traffic of 25 vehicles or more.

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 Federal Highway Administration (FHWA) number, location, and estimated cost of the project per I.M. 1.100 linked below.

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, prior to advertisement.
- 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.
- Lettings can be either local or through Iowa DOT unless matching funds require Iowa DOT letting, in which case the project must be let at Iowa DOT.

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 projects, then completes the approval and selection process.

Average length of time for acceptance decision

DOT staff notifies successful candidates in January through March of each year.

Program’s annual funding level

Counties: \$2 million, cities: \$500,000

(continued on next page)

More information/applications

Iowa Department of Transportation

Local Systems Bureau

- secondary roads engineer (county projects)

- urban engineer (city projects)

800 Lincoln Way

Ames, IA 50010

515-239-1064 (county projects)

515-239-1291 (city projects)

https://iowadot.gov/local_systems/publications/im/imtoc.pdf

https://www.iowadot.gov/local_systems/publications/im/1100.pdf

Federal Lands Access Program

Intent of program

Provide funding for projects that are located on or adjacent to, or that provide access to, federal lands (public highway, road, bridge, trail, or transit system)

Who is eligible to request funding?

State, tribal, or local governments that title or maintain a federal lands access transportation facility

Type of submittal required

All project funding requests must be submitted using the Eastern Federal Lands Access Program Application Form. The program information can be found on the FHWA website: <https://flh.fhwa.dot.gov/programs/flap/>

Application deadline

The most recent call for projects ended on August 3, 2020. The call for projects resulted in a complete program of projects through federal fiscal year 2022.

More information/applications

Iowa Department of Transportation
Program Management
800 Lincoln Way
Ames, IA 50010
515-239-1409

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 73)

Traffic Engineering Assistance Program (TEAP)

Intent of program

TEAP provides traffic engineering expertise to local units of government. The purpose is to identify cost-effective traffic safety and operational improvements as well as potential funding sources to implement the recommendations. Typical studies include high-crash locations, unique lane configurations, obsolete traffic control devices, school pedestrians, truck routes, parking issues, and other smaller-scale traffic studies.

Who is eligible to request funding?

- Counties
- Cities without the resources for a staff traffic engineer - typically cities with population less than 35,000.

Roundabout feasibility or design reviews are available for any size city or county.

Qualifications for funding

No local match is required. However, the applicant will be required to assist the consultant with data collection if needed (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. If the request involves K-8th grade school pedestrians or a potential roundabout, those factors should be noted in the request.

Application amount – minimum/maximum

TEAP will fund up to approximately 150 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

DOT District staff recommendation with approval of the Traffic & Safety Bureau

Average length of time for acceptance decision

30 days to authorize request; 6 months to complete study

Program's annual funding level

\$175,000

More information/applications

The appropriate DOT district engineer (see map and listing on page 73)

<https://iowadot.gov/traffic/traffic-and-safety-programs/traffic-engineering-assistance-program-teap>

Traffic Safety Improvement Program (TSIP)

Intent of program

The Traffic Safety Improvement Program provides funding for traffic safety improvements or studies on any public roads under the jurisdiction of a public entity. This may include county roads, city streets, state highways, state park and institutional roads.

Who is eligible to request funding?

Public entities that are responsible for public roads

Qualifications for funding

Eligible projects will fall into one of three categories:

- Site-specific improvements: projects intended to increase traffic safety at a specific site
- Traffic control devices: purchase of materials for installation of new, or replacement of obsolete, traffic control devices such as signs or signals
- Studies and outreach: transportation safety research, studies or initiatives

Type of submittal required

Application forms are available at <https://iowadot.gov/traffic/traffic-and-safety-programs/tsip/tsip-program>.

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

Applications are reviewed by an internal/external committee of representatives from cities, counties and the Iowa DOT. Recommendations are then made to the Iowa Transportation Commission, which then approves funding of specific projects.

- Site-specific projects are evaluated by the demonstrated relationship of the project to traffic safety, benefit/cost ratio analysis, the annual funding level, 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

Applications due: August 15

Iowa Transportation Commission decision: usually by December

Funding available: July 1 of the following year.

Program's annual funding level

The program's annual funding level is one-half percent of Iowa's Road Use Tax Fund (approximately \$7 million per year). New funding for traffic control device projects cannot exceed \$500,000 annually. New funding for research, studies, and public information initiatives cannot exceed \$500,000 annually.

More information/applications

Iowa Department of Transportation

Traffic and Safety Bureau

800 Lincoln Way

Ames, Iowa 50010

515-239-1216

<https://iowadot.gov/traffic/traffic-and-safety-programs/tsip/tsip-program>.

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 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 73)

Highway Safety Improvement Program - Secondary Swap (HSIP-Secondary Swap Program)

Intent of program

This program was established to fund low-cost, systemic safety improvements on rural roads that meet certain criteria regarding safety.

Who is eligible to request funding?

Iowa counties

Qualifications for funding

- Projects must be located on secondary roads with current crash history or at-risk characteristics.
- Target projects would be low-cost (approximately \$10,000 per mile) and systemic (stretching along corridors).
- Participants must submit an HSIP-Secondary application indicating an interest in utilizing the funding.
- Certain safety improvements must be included on approved projects. (Refer to funding stipulations link on program webpage)

Type of submittal required

Application form is available at <https://iowadot.gov/traffic/sections/hsip>

Application deadline

Applications due: November 15

Special project requirements

- Projects must be let by the DOT.
- Project development activities must comply with all state requirements.

Project selection criteria

The HSIP-Secondary Program committee will review potential projects. Funding recommendations are made based on the following criteria:

- Potential safety impact
- Risk addressed
- Cost per mile/intersection

Successful candidates are responsible for submitting projects to the appropriate Regional Planning Affiliation/Metropolitan Planning Organization Transportation Improvement Program for inclusion in the Statewide Transportation Improvement Program (STIP).

Program's annual funding level

Level is subject to annual obligation limits. Estimated funding is approximately \$2.0 million per year.

Federal-Aid Swap

The Iowa Transportation Commission is authorized to allocate moneys from the Primary Road Fund for city and county road and bridge projects in exchange for retaining all or a portion of federal-aid road funds that would otherwise be allocated to cities and counties. For more information concerning the Federal-Aid Swap Policy, please go to

https://iowadot.gov/local_systems/federal-aid-swap-information.

More information/applications

Iowa Department of Transportation

Traffic & Safety Bureau

800 Lincoln Way

Ames, Iowa 50010

515-239-1216

<https://iowadot.gov/traffic/sections/hsip>

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.

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

- DOT may pay up to 100% of eligible costs

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 73)

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 right-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

Submit 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 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
Design Bureau
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;
- gateway enhancement plantings for city, county and state locations;
- education/training;
- research/demonstration;
- roadside enhancement; and
- special equipment.

Who is eligible to request funding?

Individuals, cities, counties or state agencies 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 and must be accompanied by a resolution executed by the County Board of Supervisors.

Qualifications for funding

- An approved IRVM plan for the city, county or state agency involved must be on file with the DOT's Iowa Living Roadway Trust Fund Coordinator.
- 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 establishment materials
 - burn equipment, spraying equipment, brush control equipment, GPS/GIS equipment
 - seeding equipment
 - educational/informational materials regarding IRVM

Types of submittal required

Formal application found on the www.iowalivingroadway.com website.

Note: An approved IRVM plan must be on file with the DOT's Iowa Living Roadway Trust Fund Coordinator. This plan must meet the integrated management plan requirements as identified on the [IRVM Plan Requirements](#) page of the website.

Application deadline

June 1

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 expenses can be incurred toward a project with the Iowa Living Roadway Trust Fund, there must be a signed agreement in place. Reimbursement can only take place with original invoices showing goods or services rendered in accordance with that agreement.

Type of approval required

The IRVM Technical Advisory Committee and DOT's Iowa Living Roadway Trust Fund Coordinator recommends approval of qualified applicants. The director of the DOT authorizes funding based on this committee's and Coordinator's recommendations.

(continued on next page)

More information/applications

Iowa Department of Transportation

Design Bureau

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 non-profit or private organizations are eligible to sponsor – non-profit and 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.iowadot.gov/systems_planning/fedstate_rectrails.htm. Application forms are available from the DOT, and at <https://iowadot.seamlessgov.com/>.

Type of approval required

- DOT staff recommendation and Iowa Transportation Commission approval
- FHWA environmental concurrence
- conformance with federal funding requirements

Program's annual funding level

\$1.3 million

Application deadline

October 1

Inquiries should be directed to:

Iowa Department of Transportation

Systems Planning Bureau

800 Lincoln Way

Ames, Iowa 50010

515-239-1252

www.iowadot.gov/systems_planning/fedstate_rectrails.htm

Recreational Trails Program (State)

Intent of program

Established to fund public recreational trails.

Who is eligible to request funding?

State agencies, counties, cities and non-profit organizations may sponsor applications.

Qualifications for funding

- Minimum 25 percent local match is required. Matching funds may include grants from other state agencies and donated labor, materials, equipment and services from a third party (in-kind). 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.iowadot.gov/systems_planning/fedstate_rectrails.htm.

Application forms are available from the DOT and at <https://iowadot.seamlessgov.com/>.

Application deadline

July 1 when funds have been allocated by the state legislature.

Special project requirements

- The design must be approved by the DOT.
- The applicant must have an approved permit from the DOT 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

\$2.5 million (funding varies by year depending on allocation by the state legislature)

More information/applications

Iowa Department of Transportation

Systems Planning Bureau

800 Lincoln Way

Ames, Iowa 50010

515-239-1252

www.iowadot.gov/systems_planning/fedstate_rectrails.htm

Iowa Byways™

Intent of program

This program was established to identify, protect and enhance roadways in Iowa that exemplify the state's scenic and historic resources. This effort is carried out through volunteer work and cooperation among interested citizens, organizations, local governments, and the Iowa Department of Transportation (Iowa DOT). **This is not a funding program.** The Iowa DOT designates a route as an Iowa Byways route on the basis of scenic and historic qualities, using established criteria. Applicants are then responsible for funding tourism and promotional plans. Federal grant opportunities may be available for scenic byways for certain infrastructure projects (see Federal Transportation Alternatives Program).

Who is eligible to request designation?

Although no grant funds are distributed through the state program, *designation* as an Iowa Byways route 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, or County Conservation Board).

Type of submittal required

Applications are available from the Iowa DOT. See also: <https://iowadot.gov/iowasbyways/iowa-byways-designation>.

Application process/deadline

Applications for designation as a new Iowa Byways route and for changes/extensions to existing designated byways are accepted on a four-year cycle with the next application deadline being October 1, 2024. Following an initial review of the applications by the Iowa Byways Advisory Council, field inventories are conducted, data evaluated, and ratings are calculated for each proposed new route or route change/extension. The Iowa DOT will consider the recommendations of the Iowa Byways Advisory Council in determining whether a new route or route change/extension is approved for designation. The designation process may take up to four years and is complete with the installation of Iowa Byways signs.

Iowa Byways brand and program participation

Once designated, the local application sponsors are required to assist Iowa DOT in the development of an Iowa Byways brand graphic for signs and other uses. The Iowa DOT will work with the jurisdictions along the designated byway to confirm the route and the plans for signage installation. Local sponsors of designated byways are also expected to participate in byway development activities, and to collaborate with other byways in the Iowa Byways program.

More information/applications

Iowa Department of Transportation
Systems Planning Bureau
800 Lincoln Way
Ames, Iowa 50010
515-239-1629

Iowa Byways is the official word mark designation identifying the Iowa Department of Transportation's scenic byway program. The word mark Iowa Byways, and the Iowa Byways design mark, are registered trademarks of the Iowa Department of Transportation.

Iowa Clean Air Attainment Program (ICAAP)

Intent of program

This program funds highway/street, transit, bicycle/pedestrian, 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?

Applications for ICAAP funding may be submitted by public entities such as cities, counties, public transit agencies, metropolitan planning organizations (MPOs), regional planning affiliations (RPAs) and state and federal agencies. Private non-profit organizations, individuals, and private for-profit entities may also apply with the co-sponsor of a public entity. For the purposes of this program, the public entity will assume fiscal responsibility for the project.

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 particulate matter PM-2.5 or PM-10 (all of these pollutant emissions must be addressed, and a reduction calculation must be provided by the applicant for all types of projects listed);
 - those which reduce vehicle miles of travel;
 - those which reduce single-occupant vehicle trips; or
 - other transportation improvement projects to 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); however, an application must be submitted for each year funding is requested.

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 <https://iowadot.seamlessgov.com/> or at https://iowadot.gov/systems_planning/Grant-Programs/Iowa-Clean-Air-Attainment-Program-ICAAP

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.

(continued on next page)

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.

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 (STIP)
- Regional Planning Affiliations and Metropolitan Planning Organizations (RPA/MPO) 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 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 \$4.0 million

More information/applications

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

https://iowadot.gov/systems_planning/Grant-Programs/Iowa-Clean-Air-Attainment-Program-ICAAP

Iowa's Transportation Alternatives Program (TAP)

Intent of program

Iowa's Transportation Alternatives Program (TAP) funds programs and projects defined as transportation alternatives, including:

- on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation;
- recreational trail projects;
- safe routes to school projects; and
- projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former divided highways.

Iowa's Transportation Alternatives Program (TAP) is a new iteration of the former Transportation Enhancements (later Transportation Alternatives) program that has been in existence since 1991. The *Statewide TAP* program is available to projects with a statewide or multi-regional focus while the *Local Projects TAP* programs administered by TMAs, MPOs, and RPAs target projects with a local focus.

Who is eligible to request funding?

Iowa's Transportation Alternatives Program (TAP) allows the following entities to sponsor an eligible project; however, TMAs, MPOs, and RPAs may choose to further restrict eligible project sponsors for the *Local Projects TAP* programs they administer individually:

- Local governments.
- Regional Transportation Authorities.
- Transit Agencies.
- Natural Resource or public lands agencies.
- Tribal governments.
- Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or a State agency that the State determines to be eligible). A non-eligible project sponsor (such as a non-profit) may partner with an eligible co-sponsor in applying for funds.

Qualifications for funding

- A local match of 20 percent or more is required.
- Projects must have a direct relationship to existing or planned surface transportation facilities.
- Projects must fit into one or more of the following categories:
 - Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.
 - Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
 - Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
 - Construction of turnouts, overlooks, and viewing areas.
 - Community improvement activities, which include but are not limited to:
 - Inventory, control, or removal of outdoor advertising.
 - Historic preservation and rehabilitation of historic transportation facilities.
 - Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control.
 - Archaeological activities relating to impacts from implementation of a transportation project eligible under this title.

(continued on next page)

- Streetscaping and corridor landscaping.
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - Address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329; or
 - Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
- Infrastructure-Related Safe Routes to School Projects
 - The planning, design, and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bicycle to school, including:
 - Sidewalk improvements,
 - Traffic calming and speed reduction improvements,
 - Pedestrian and bicycle crossing improvements,
 - On-street bicycle facilities,
 - Off-street bicycle and pedestrian facilities,
 - Secure bicycle parking facilities, and
 - Traffic diversion improvements in the vicinity of schools. (section 1404(f)(1)(a))
- Non-Infrastructure Related Safe Routes to School Projects
 - Activities to encourage walking and bicycling to school, including:
 - Public awareness campaigns and outreach to media and community leaders,
 - Traffic education and enforcement in the vicinity of K-8 schools,
 - Student sessions on bicycle and pedestrian safety, health, and environment, and
 - Funding for training, volunteers, and managers of safe routes to school programs. (section 1404(f)(2)(a))
- Recreational Trails Program Projects
 - Eligible Recreational Trails Program projects include:
 - Maintenance and restoration of existing recreational trails;
 - Development and rehabilitation of trailside and trailhead facilities and trail linkages;
 - Purchase and lease of recreational trail construction and maintenance equipment;
 - Construction of new recreational trails (with some restrictions for new trails on Federal lands);
 - Acquisition of easements and fee simple title to property for recreational trails or recreational trail corridors;
 - Assessment of trail conditions for accessibility and maintenance;
 - Development and dissemination of publications and operation of educational programs to promote safety and environmental protection, (as those objectives relate to one or more of the use of recreational trails, supporting non-law enforcement trail safety and trail use monitoring patrol programs, and providing trail-related training), but in an amount not to exceed 5 percent of the apportionment made to the State for the fiscal year; and
 - Payment of costs to the State incurred in administering the program, but in an amount not to exceed 7 percent of the apportionment made to the State for the fiscal year.

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 the impact of the project, applications are submitted to either the DOT or the appropriate TMA, MPO, or RPA.

- Projects considered *Statewide TAP* projects are only those with a truly statewide or multi-regional significance. Applications for projects that are primarily local impact projects (such as trails) will not be scored favorably. *Statewide TAP* projects require filing an application on a form provided by the DOT. Applications are available from the DOT and at <https://iowadot.seamlessgov.com/>; and program information is available at iowadot.gov/systems_planning/grant-programs/transportation-alternatives.
- For application requirements regarding *Local Projects TAP* projects – contact the appropriate TMA, MPO, or RPA. A listing of these agencies and their application deadlines is available on the Iowa's Transportation Alternatives Program website. (see iowadot.gov/systems_planning/grant-programs/transportation-alternatives)

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Application deadline

October 1 for *Statewide TAP* project applications. TMAs, MPOs, and RPAs determine their own deadlines for *Local Projects TAP* 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.
- Davis-Bacon wage requirements must be met.
- Competitive bids or quotes are required.

Type of approval required

TMAs, MPOs, and RPAs select *Local Projects TAP* projects for funding. DOT staff makes recommendations to the Iowa Transportation Commission for funding of *Statewide TAP* projects with the Commission making the final selection of projects for funding.

Program's annual funding level

- approximately \$1.0 million for *Statewide TAP* projects
- approximately \$7.5 million for *Local Projects TAP* projects

More information/applications

Iowa Department of Transportation
Systems Planning Bureau
800 Lincoln Way
Ames, Iowa 50010
515-239-1810

iowadot.gov/systems_planning/grant-programs/transportation-alternatives

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 Transportation Improvement Program.
- 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.
- At least \$300,000 is reserved for special projects each year. These can include individual special projects for new services needed to support human services coordination, statewide transit training needs (including transit training fellowships), and emergency projects. Coordination projects will normally have an 80/20 match ratio for the first year and a 50/50 match ratio for the second year. By the third year the project should be self-sustaining. 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

May 1 for formula funds; variable for coordination projects, training fellowships and emergency funds

Special project requirements

Capital improvements and training projects other than fellowships 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

45 days to staff recommendation, 90 days to Iowa Transportation Commission action

Program's annual funding level

State funding varies, depending on total use tax paid (FY 2022 - \$16.3 million)

More information/applications

Iowa Department of Transportation
 Public Transit Bureau
 800 Lincoln Way
 Ames, Iowa 50010
 Phone: 515-233-7870
 Fax: 515-233-7983
www.iowadot.gov/transit

Public Transit Infrastructure Grant (PTIG) Program

Intent of Program

Provide state funding assistance to support vertical infrastructure needs of Iowa's public transit systems.

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 can involve new construction, reconstruction, or remodeling, but must include a vertical component.
- Projects are evaluated based on anticipated benefits to transit, as well as the ability to have projects completed quickly (generally within 18 months).
- A minimum 20 percent local match is required, even when state and federal funds are combined to fund the project.

Type of submittal required

Applications are available on the Public Transit Bureau's website, www.iowadot.gov/transit.

Application amount – minimum/maximum

No system may receive more than 40 percent of the total available infrastructure grant funding in a given year.

Application deadline

First business day in May.

Special project requirements

Capital improvements require adherence to approved transit procurement procedures.

Type of approval required

DOT staff recommendation with Iowa Transportation Commission approval.

Average length of time for acceptance decision

45 days to staff recommendation, 90 days to Iowa Transportation Commission action.

Program's annual funding level

State funding varies, depending on annual legislative action (FY 2022 - \$1.5 million)

More information/applications

Iowa Department of Transportation
Public Transit Bureau
800 Lincoln Way
Ames, Iowa 50010
Phone: 515-233-7870
Fax: 515-233-7983
www.iowadot.gov/transit

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. Those activities may include capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances.

Who is eligible for funding?

Urban transit systems from urbanized areas

Qualifications for funding

- Recipients must be designated by the Metropolitan Planning Organization and governor(s).
- Projects must be in an 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, job access and reverse commute projects, planning and in some cases operating).
- Single allocation to states for urbanized areas of 50,000 to 199,999 in population (may be used for operating support, preventive maintenance, capital, job access and reverse commute projects or planning).
- 100 percent of statewide allocation distributed among urbanized areas by federal formula.

Non-federal matching funds required:

- 50 percent of operating deficit for operating support
- 20 percent of net project cost for preventive maintenance or capital for vehicles *other than* those that are compliant with the requirements of the Americans with Disabilities Act of 1990 (ADA) and the Clean Air Act Amendment (CAAA)
- 15 percent of net project cost for vehicles that are compliant with ADA/CAAA

Type of submittal required

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

Application deadline

None

Special project requirements

Federally funded projects must comply with requirements regarding:

- civil rights projections;
- 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 the Federal Transit Administration.

Average length of time for acceptance decision

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

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Program's annual funding level

FY 2021 (latest available) funding appropriations for Urbanized Areas of 200,000 or more in population:

- IL/IA: \$4,553,041 (combined)
- Des Moines: \$6,821,420
- IA/NE: \$8,494,170 (combined)

FY 2021 (latest available) funding appropriations for Urbanized Areas of 50,000-199,000 in population:

- Iowa: \$12,739,007
 - Ames \$2,502,489
 - Cedar Rapids \$2,878,241
 - Dubuque, IA/IL \$1,292,752
 - Iowa City \$2,972,321
 - Sioux City (IA/NE/SD) \$1,338,574
 - Waterloo \$1,754,630

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

Fixed Guideway Capital Investment Program (Section 5309)

(Bus and bus facilities projects are no longer funded under this section).

Intent of program

Federal assistance for transit capital improvements including new and expanded rail, bus rapid transit, and ferry system projects that will expand the core capacity of existing fixed guideway corridors. The program also includes provision for streamlining aspects of the New Starts process.

Who is eligible for funding?

“Direct recipients” within the meaning of FTA’s Section 5307 Urbanized Area Formula Program, plus States may apply directly to Federal Transit Administration (FTA).

Qualifications for funding

- Projects must be in an approved Statewide Transportation Improvement Program.
- Capital projects must be included in an Asset Management Plan.

Non-federal matching funds required:

- 20 percent of net project cost other than those that are compliant with the requirements of the Americans with Disabilities Act of 1990 (ADA) and the Clean Air Act Amendment (CAAA)

Type of submittal required

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

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.

Program’s annual funding level

Competitive – currently no Iowa transit systems have projects that qualify for funding.

More information: Federal Transit Administration, Region 7

901 Locust St.

Suite 404

Kansas City, MO 64106

Phone: 816-329-3920

Fax: 816-329-3921

Enhanced Mobility of Seniors and Individuals 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, to serve the special needs of transit-dependent populations beyond traditional public transit services and Americans with Disabilities Act (ADA) complementary paratransit services..

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

- Only designated recipients and states may apply for funding.
- Funds are distributed among all eligible transit systems using a performance-based distribution formula based on prior year statistics (may be used for operating, preventive maintenance or capital). Projects must be in an approved Passenger Transportation Plan (PTP) and the State Transportation Improvement Plan (STIP).
- At least 55% of the program funds must be used on capital projects planned, designed and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate or unavailable.

Non-federal matching funds required:

- 50 percent of net project cost for operating
- 20 percent of net project cost for cost of contract services
- 20 percent of net project cost for preventive maintenance or capital projects other than those that are compliant with the requirements of the Americans with Disabilities Act of 1990 (ADA) and the Clean Air Act Amendment (CAAA)
- 15 percent of net project cost for vehicles that are compliant with ADA/CAAA

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

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.

Average length of time for acceptance decision

75 days

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Program's annual funding level

FY 2021 funding appropriations for Urbanized Areas of 200,000 or more in population:

- IL/IA: \$274,414 (combined)
- Des Moines: \$397,624
- IA/NE: \$611,807 (combined)

For Urbanized Areas of 50,000-199,000 in population:

- Iowa: \$947,807

Non-urbanized areas less than 50,000 in population

- Iowa: \$1,098,130

More information/applications

Iowa Department of Transportation

Public Transit Bureau

800 Lincoln Way

Ames, Iowa 50010

Phone: 515-233-7870

Fax: 515-233-7983

www.iowadot.gov/transit

Formula Grants for Rural Areas (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 (operating, capital, planning, and job access and reverse commute assistance).

Who is eligible for funding?

Urban transit systems less than 50,000 in population 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

- Only designated recipients and states may apply for funding.
- RPA planning and intercity bus assistance funding is off-the-top. Remaining funds are 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, job access and reverse commute projects or planning).
- Projects must be in an approved State Transportation Improvement Plan (STIP).

Non-federal matching funds required:

- 50 percent of operating deficit for operating support
- 20 percent of net project cost for preventive maintenance or capital projects other than those that are compliant with the requirements of the Americans with Disabilities Act of 1990 (ADA) and the Clean Air Act Amendment (CAAA)
- 15 percent of net project cost for vehicles that are compliant with ADA/CAAA (funding is allocated by formula)

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

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.

Average length of time for acceptance decision

75 days

Program's annual funding level

FY 2021 funding appropriation for the rural program was \$14,569,032

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More information/applications

Iowa Department of Transportation

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Intercity Bus Assistance (Section 5311(f))

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 the Americans with Disabilities Act of 1990 (ADA). States must expend at least 15 percent of Sec. 5311 funds each fiscal year to develop and support intercity bus transportation.

Who is eligible for funding?

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

Qualifications for funding

To preserve the existing intrastate system -

- 20 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 that 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: 20 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:

- 80 percent federal and 20 percent of net project cost for vehicles *other than* those that are compliant with the requirements of the Americans with Disabilities Act of 1990 (ADA) and the Clean Air Act Amendment (CAAA)
- 85 percent federal and 15 percent of net project cost for vehicles that are compliant with ADA/CAAA
- 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 the 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.

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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

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;
- equal employment opportunity and disadvantaged business enterprise regulations;
- labor protection certification;
- environmental protection regulations;
- federal (Davis-Bacon) wage rates (for construction projects); and
- Buy America certificates for rolling stock and other capital 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

45 days to staff recommendation, 90 days to Iowa Transportation Commission action

Program's annual funding level

Funding level is at least 15 percent of Iowa's apportionment of the Formula Grants for Rural Areas program (Sec. 5311), unless certain qualifications are met. For FY 21, approximately \$2.1 million

More information/applications

Iowa Department of Transportation

Public Transit Bureau

800 Lincoln Way

Ames, Iowa 50010

Phone: 515-239-1530

Fax: 515-233-7983

www.iowadot.gov/transit

Bus and Bus Facilities (Section 5339)

Intent of program

Federal assistance to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities

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

- Projects must be in an approved Statewide Transportation Improvement Program.
- Projects must be included in an Asset Management Plan.

Non-federal matching funds required:

- 20 percent of net project cost other than those that are compliant with the requirements of the Americans with Disabilities Act of 1990 (ADA) and the Clean Air Act Amendment (CAAA)
(15 percent of net project cost for vehicles that are compliant with ADA/CAAA (funding is allocated by formula))

Type of submittal required

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

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.

Program's annual funding level

FY 2021 funding appropriations:

- IL/IA: \$509,483 (combined)
- Des Moines: \$791,157
- IA/NE: \$951,374 (combined)
- Urbanized areas of 50,000-199,000 in population: \$1,119,636
- Non-urban areas < 50,000 in population and rural areas: \$3,500,000

More information: Federal Transit Administration, Region 7

901 Locust St.

Suite 404

Kansas City, MO 64106

Phone: 816-329-3920

Fax: 816-329-3921

Congestion Mitigation/Air Quality Program (CMAQ)

Intent of program

This program funds vehicle replacement projects.

Who is eligible to request 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

- Projects must be in an approved Statewide Transportation Improvement Program.
- Projects must be included in an Asset Management Plan.

Non-federal matching funds required:

- 20 percent of net project cost other than those that are compliant with the requirements of the Americans with Disabilities Act of 1990 (ADA) and the Clean Air Act Amendment (CAAA)
(15 percent of net project cost for vehicles that are compliant with ADA/CAAA)

Type of submittal required

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

Application deadline

May 1

Average length of time for acceptance decision

Four months

Program's annual funding level

Approximately \$3.0 million

More information/applications

Iowa Department of Transportation
Public Transit Bureau
800 Lincoln Way
Ames, Iowa 50010
515-233-7870
www.iowadot.gov/transit

State of Good Repair (Section 5337)

Intent of program

Federal assistance dedicated to repairing and upgrading rail transit systems along with high-intensity bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT). (Replaced the Fixed Guideway Modernization Formula program).

Who is eligible for funding?

“Direct recipients” within the meaning of FTA’s Section 5307 Urbanized Area Formula Program, plus States may apply directly to Federal Transit Administration (FTA). Must have operated fixed guideway public transportation facilities for at least seven years.

Qualifications for funding

- Projects must be in an approved Statewide Transportation Improvement Program.
- Projects must be included in a Transit Asset Management Plan.
- Projects are limited to replacement and rehabilitation or capital projects required to maintain public transportation systems in a state of good repair.

Non-federal matching funds required

- Twenty percent of net project cost for projects other than those that are compliant with the requirements of the Americans with Disabilities Act of 1990 (ADA) and the Clean Air Act Amendment (CAAA).

Type of submittal required

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

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.

Program’s annual funding level

Competitive – nationwide, \$2.7 million was available in FY 2021.

Iowa Clean Air Attainment Program (ICAAP)

Intent of program

This program funds highway/street, transit, bicycle/pedestrian, or freight projects or programs that 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?

Applications for ICAAP funding may be submitted by public entities such as cities, counties, public transit agencies, metropolitan planning organizations (MPOs), regional planning affiliations (RPAs) and state and federal agencies. Private non-profit organizations, individuals, and private for-profit entities may also apply with the co-sponsor of a public entity. For the purposes of this program, the public entity will assume fiscal responsibility for the project.

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 particulate matter PM-2.5 or PM-10 (all of these pollutant emissions must be addressed, and a reduction calculation must be provided by the applicant for all types of projects listed);
 - those which reduce vehicle miles of travel;
 - those which reduce single-occupant vehicle trips; or
 - other transportation improvement projects to 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); however, an application must be submitted for each year funding is requested.

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 <https://iowadot.seamlessgov.com/> or at https://iowadot.gov/systems_planning/Grant-Programs/Iowa-Clean-Air-Attainment-Program-ICAAP

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.

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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.

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 (STIP) (also, RPAs and MPOs must 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 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 \$4.0 million

More information/applications

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

https://iowadot.gov/systems_planning/Grant-Programs/Iowa-Clean-Air-Attainment-Program-ICAAP

Surface Transportation Block Grant (STBG) Program - transit

Intent of program

This Federal Highway Administration (FHWA) program provides flexible funding that may be used for transit projects.

Who is eligible to request 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

Approval by Regional Planning Affiliation or Metropolitan Planning Organization (RPA/MPO)

Requested amount – minimum/maximum

Varies by RPA/MPO

Application deadline

Varies by RPA/MPO

Special project requirements

- Projects must be in approved Statewide Transportation Improvement Program (STIP).
- Transfer of funding from Federal Highway Administration to Federal Transit Administration (FTA) must be requested from the RPA/MPO.
- Funding takes on the characteristics of the federal transit program to which it is transferred.

Type of approval required

- inclusion of projects in RPA/MPO Transportation Improvement Program
- FHWA and FTA final approval of the STIP

Average length of time for acceptance decision

Varies by RPA/MPO

More information/applications

Iowa Department of Transportation
 Program Management Bureau
 800 Lincoln Way
 Ames, Iowa 50010
 515-239-1288

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	Yes	No
Signed agreement to abide by federally established labor protection provisions	No	Yes	Yes, unless employees are non-union

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

Transportation Acronyms

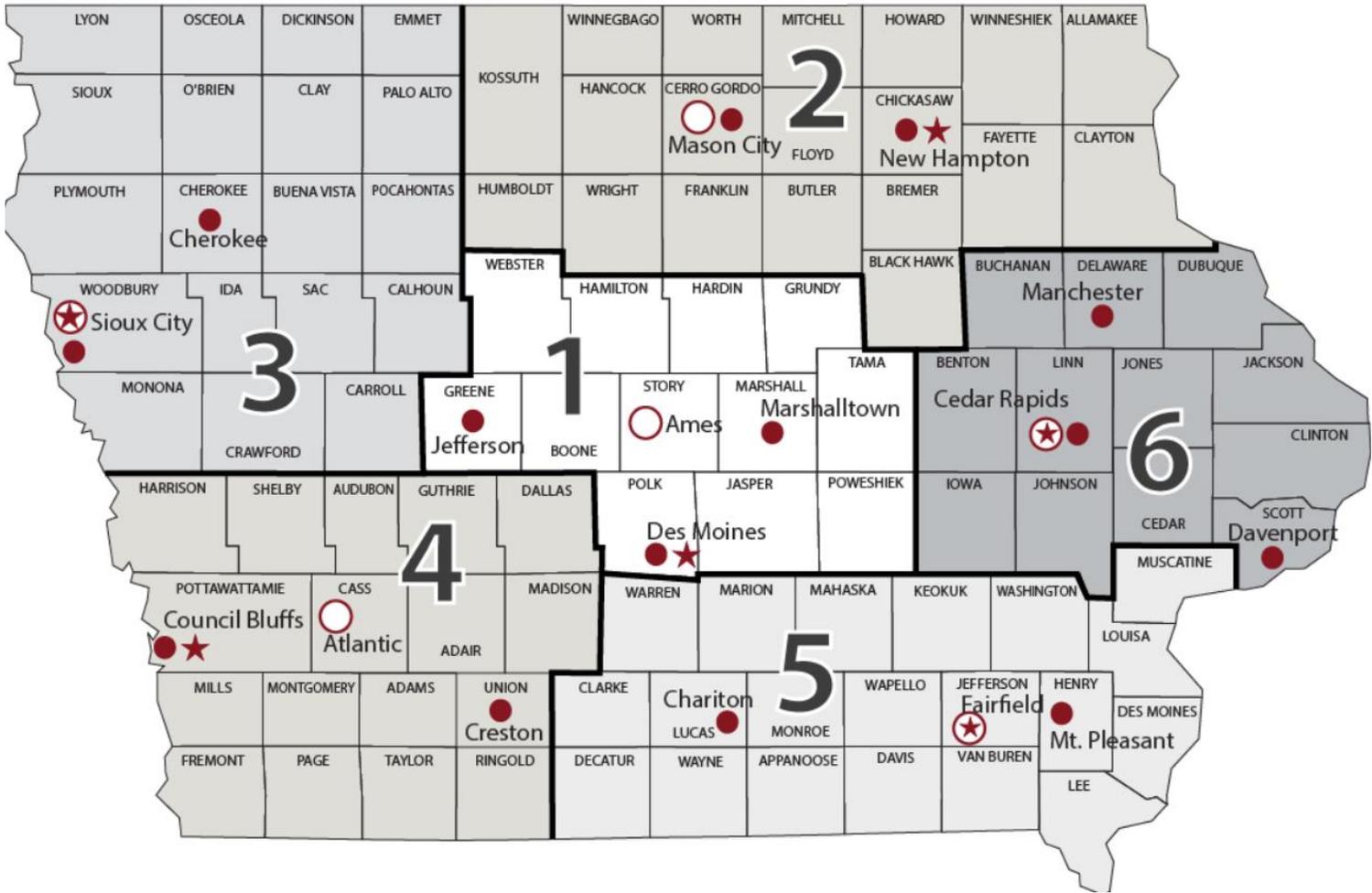
AAR	Association of American Railroads (members: largest rail companies)
AASHTO	American Association of State Highway and Transportation Officials (national transportation organization)
ADA	Americans with Disabilities Act (federal law)
ADT	Average daily traffic (number of vehicles per day)
AFSCME	American Federation of State, County and Municipal Employees (one union that 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)
CFYP	County Five-Year Program
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)
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
FAST Act	Fixing America's Surface Transportation Act (federal surface transportation law signed 12/4/2015)
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 Administration (part of U.S. DOT)
FTA	Federal Transit Administration (part of U.S. DOT)
FAC	Freight Advisory Council
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)
ICEA	Iowa County Engineers Association
IEDA	Iowa Economic Development Authority
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)
MAP-21	Moving Ahead for Progress in the 21 st Century (federal surface transportation law signed 7/7/2012)
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)
STBG	Surface Transportation Block Grant Program (federal program established as part of ISTEA and continued in successive reauthorizations). The FAST Act added the words "Block Grant" to the name - no changes to administration of the program.
TEAP	Traffic Engineering Assistance Program
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)
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)

○ Iowa DOT District Office ● Resident Construction Office ★ District Operations Manager Office



District Engineers

District 1	Tony Gustafson, P.E.	515-239-1430
District 2	Jon Ranney, P.E./P.L.S.	641-422-9465
District 3	Tony Lazarowicz, P.E.	712-276-1451
District 4	Scott Schram, P.E., PhD	712-243-3355
District 5	Bob Younie, P.E. Interim	515-239-1589
District 6	Jim Schnoebelen, P.E.	319-364-0235

District Transportation Planners' Areas of Responsibility

Metropolitan Planning Organizations and Regional Planning Affiliations

