

# 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) office 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 81.)

Please note: the FAST Act, a surface transportation reauthorization bill passed in Dec. 2015, made several changes to funding programs. While this document incorporates many of the changes, USDOT guidance has not yet been received for some programs. You are advised to contact the offices listed for the most current information.

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

April 2016





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## **Aviation Programs**

## **Federal Airport Improvement Program (AIP)**

### **Intent of program**

Funding for airport improvements and airport planning

### **Who is eligible to request funding?**

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

### **Qualifications for funding**

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

Office of Aviation

800 Lincoln Way

Ames, Iowa 50010

515-239-1691

[www.iowadot.gov/aviation](http://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 DOT Office of Aviation

### **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  
Office of Aviation  
800 Lincoln Way  
Ames, IA 50010  
515-239-1691  
[www.iowadot.gov/aviation](http://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 2013: commercial service - \$1.5 million; general aviation - \$750,000)

### **More information/applications**

Iowa Department of Transportation

Office of Aviation

800 Lincoln Way

Ames, IA 50010

515-239-1691

[www.iowadot.gov/aviation](http://www.iowadot.gov/aviation)

## **Economic Development Programs**



## **Revitalize Iowa's Sound Economy (RISE)**

### **Intent of program**

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

### **Who is eligible to request funding?**

Iowa cities and counties

### **Qualifications for funding**

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

- Immediate Opportunity – projects related to an immediate, non-speculative opportunity for permanent job creation or retention. Jobs created are to be value-adding in nature (e.g. manufacturing, industrial, non-retail). Relocation of jobs within the state does not qualify. Local match is a minimum of 20 percent.
- Local Development – projects which support local economic development but which do not require an immediate commitment of funds (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 [www.iowadot.gov/forms/index.htm](http://www.iowadot.gov/forms/index.htm)  
See also: [www.iowadot.gov/systems\\_planning/RISE.htm](http://www.iowadot.gov/systems_planning/RISE.htm)

### **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.

### **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

(continued on next page)

**More information/applications**

Iowa Department of Transportation

Office of Systems Planning

800 Lincoln Way

Ames, Iowa 50010

515-239-1738

[www.iowadot.gov/systems\\_planning/rise.htm](http://www.iowadot.gov/systems_planning/rise.htm)

## **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 [www.iowadot.gov/iowarail/assistance/rrlgp.htm](http://www.iowadot.gov/iowarail/assistance/rrlgp.htm)

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:

[www.iowadot.gov/iowarail/assistance/rrlgp.htm](http://www.iowadot.gov/iowarail/assistance/rrlgp.htm)

### **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

Office of Rail Transportation

800 Lincoln Way

Ames, Iowa 50010

515-239-1066

[www.iowadot.gov/iowarail/assistance/rrlgp.htm](http://www.iowadot.gov/iowarail/assistance/rrlgp.htm)



## **Rail Programs**

## **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 [www.iowadot.gov/iowarail/assistance/rrlgp.htm](http://www.iowadot.gov/iowarail/assistance/rrlgp.htm)

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### **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

Office of Rail Transportation

800 Lincoln Way

Ames, Iowa 50010

515-239-1066

[www.iowadot.gov/iowarail/assistance/rrlgp.htm](http://www.iowadot.gov/iowarail/assistance/rrlgp.htm)

## 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 [www.iowarail.com](http://www.iowarail.com)

### 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  
Office of Rail Transportation  
800 Lincoln Way  
Ames, IA 50010  
515-239-1549  
[www.iowarail.com](http://www.iowarail.com)

## 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 [www.iowarail.com](http://www.iowarail.com)

### 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  
Office of Rail Transportation  
800 Lincoln Way  
Ames, IA 50010  
515-239-1108  
[www.iowarail.com](http://www.iowarail.com)

## **Railroad Rehabilitation and Improvement Financing Program**

### **Intent of program**

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

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

### **Who is eligible to request funding?**

- 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 Web site at [www.fra.dot.gov](http://www.fra.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  
Office of Rail Transportation  
800 Lincoln Way  
Ames, IA 50010  
515-239-1140  
[www.iowarail.com](http://www.iowarail.com)

## 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?

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

### Qualifications for funding

- A local match of at least 20 percent is required.
- Eligible projects will fall into one of the following categories:
  - those which reduce emissions via traffic flow improvements and provide a direct benefit to air quality by addressing ozone, carbon monoxide, or 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 [www.iowadot.gov/forms/index.htm](http://www.iowadot.gov/forms/index.htm) or at [www.iowadot.gov/systems\\_planning/icaap.htm](http://www.iowadot.gov/systems_planning/icaap.htm)

### Requested amount – minimum/maximum

Minimum \$20,000 total project cost

### Application deadline

October 1, statewide competitive application

### Special project requirements - Highway projects

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

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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 (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

Office of Systems Planning

800 Lincoln Way

Ames, Iowa 50010

515-239-1713

[www.iowadot.gov/systems\\_planning/icaap.htm](http://www.iowadot.gov/systems_planning/icaap.htm)



## **Road, Street and Bridge Programs**



## **Revitalize Iowa's Sound Economy (RISE)**

### **Intent of program**

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

### **Who is eligible to request funding?**

Iowa cities and counties

### **Qualifications for funding**

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

- Immediate Opportunity – projects related to an immediate, non-speculative opportunity for permanent job creation or retention. Jobs created are to be value-adding in nature (e.g. manufacturing, industrial, non-retail). Relocation of jobs within the state does not qualify. Local match is a minimum of 20 percent.
- Local Development – projects which support local economic development but which do not require an immediate commitment of funds (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 [www.iowadot.gov/forms/index.htm](http://www.iowadot.gov/forms/index.htm)  
See also: [www.iowadot.gov/systems\\_planning/RISE.htm](http://www.iowadot.gov/systems_planning/RISE.htm)

### **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.

### **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

(continued on next page)

**More information/applications**

Iowa Department of Transportation

Office of Systems Planning

800 Lincoln Way

Ames, Iowa 50010

515-239-1738

[www.iowadot.gov/systems\\_planning/rise.htm](http://www.iowadot.gov/systems_planning/rise.htm)

## Highway Bridge Program (STP set-aside)

### Intent of program

Using a set-aside of Surface Transportation funds, this federal program provides for the replacement or rehabilitation of structurally deficient or functionally obsolete public roadway bridges.

### Who is eligible to request funding?

Any agency with public road jurisdiction

### Qualifications for funding

- Local match of 20 percent is required (80 percent federal funding).
- The bridge candidate must be classified as structurally deficient or functionally obsolete.
- Bridge replacement candidates must have a structure inventory and appraisal (SI&A) sufficiency rating of 60 or less and average daily traffic of at least 25 vehicles.
- Bridge rehabilitation candidates must have an SI&A sufficiency rating of 80 or less and average daily traffic of at least 25 vehicles.

### Type of submittal required

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

### Requested amount – minimum/maximum

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

### Application deadline

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

### Special project requirements

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

Approximately \$42 million for FY 2015. Actual level is subject to annual obligation limits. Funds are then apportioned approximately as follows:

- cities - 21 percent
- counties - 79 percent

**More information/applications**

Iowa Department of Transportation

Office of Local Systems

- secondary roads engineer (county projects)

- urban engineer (city projects)

800 Lincoln Way

Ames, IA 50010

515-239-1506 (county projects)

515-239-1291 (city projects)

[www.iowadot.gov/local\\_systems/publications/im/2020.pdf](http://www.iowadot.gov/local_systems/publications/im/2020.pdf)

## 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?

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

### Qualifications for funding

- A local match of at least 20 percent is required.
- Eligible projects will fall into one of the following categories:
  - those which reduce emissions via traffic flow improvements and provide a direct benefit to air quality by addressing ozone, carbon monoxide, or 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 [www.iowadot.gov/forms/index.htm](http://www.iowadot.gov/forms/index.htm) or at [www.iowadot.gov/systems\\_planning/icaap.htm](http://www.iowadot.gov/systems_planning/icaap.htm)

### Requested amount – minimum/maximum

Minimum \$20,000 total project cost

### Application deadline

October 1, statewide competitive application

### Special project requirements - Highway projects

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

(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
- 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

Office of Systems Planning

800 Lincoln Way

Ames, Iowa 50010

515-239-1713

[www.iowadot.gov/systems\\_planning/icaap.htm](http://www.iowadot.gov/systems_planning/icaap.htm)

## Surface Transportation Block Grant 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 “STP - transit” on page 71); 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 STP funds distributed to the RPAs and MPOs, a portion of STP funds have been dedicated for bridge projects meeting the criteria specified under the Highway Bridge Program (see page 23).

#### *Transit projects*

See page 69

### 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 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.

(continued on next page)

- 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 69)*

- 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 \$75 million.

**More information/applications**

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

## **County and City Bridge Construction Fund**

### **Intent of program**

Construction or replacement of public roadway bridges

### **Who is eligible to request funding?**

Iowa counties and cities

### **Qualifications for funding**

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

### **Type of submittal required**

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

### **Application amount – minimum/maximum**

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

### **Application deadline**

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

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

### **Special project requirements**

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

### **Type of approval required**

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

### **Average length of time for acceptance decision**

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

### **Program's annual funding level**

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

### **More information/applications**

Iowa Department of Transportation

Office of Local Systems

- secondary roads engineer (county projects)
- urban engineer (city projects)

800 Lincoln Way

Ames, IA 50010

515-239-1506 (county projects)

515-239-1291 (city projects)

[www.iowadot.gov/local\\_systems/publications/im/2020.pdf](http://www.iowadot.gov/local_systems/publications/im/2020.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 Web site:

<http://www.efl.fhwa.dot.gov/programs/federal-lands-access.aspx>

### **Application deadline**

The request for projects for FY15 and FY16 Federal Lands Access Program funding closed Feb. 15, 2015. Additional calls for projects may be necessary based on the results of the original project solicitation or as a result of changes in future federal legislation.

### **More information/applications**

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

## **Traffic Safety and Engineering Programs**

## County-State Traffic Engineering Program (C-STEP)

### Intent of program

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

### Who is eligible to sponsor?

Any Iowa county

### Qualifications for funding

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

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

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

An engineering analysis of the problem area is required.

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

### Type of submittal required

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

### Application amount minimum/maximum

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

Maximum on linear improvements as follows:

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

### Application deadline

Letters of request accepted all year

### Special project requirements

DOT will review plans and specifications

### Type of approval required

DOT staff approval and selection

### Average length of time for acceptance decision

90 days

### More information/applications

The appropriate DOT district engineer (see map and listing on page 79)

## **Iowa 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 traffic studies.

### **Who is eligible to request funding?**

Iowa cities and counties 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-8<sup>th</sup> grade school pedestrians or a potential roundabout, that should be noted in the request.

### **Application amount – minimum/maximum**

TEAP will fund up to 100 hours of consultant time.

### **Application deadline**

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

### **Special project requirements**

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

### **Type of approval required**

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

### **Average length of time for acceptance decision**

30 days to authorize request; 6 months to complete study

### **Program's annual funding level**

\$125,000

### **More information/applications**

The appropriate DOT district engineer (see map and listing on page 79)

**Traffic Safety Improvement Program** - Also known as “TSIP,” “Traffic Safety Funds,” “TSF,” or “Half-Percent”

**Intent of program**

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

**Who is eligible to request funding?**

State, county or city

**Qualifications for funding**

Eligible projects will fall into one of three categories:

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

**Type of submittal required**

Application forms are available from the DOT or at [www.iowadot.gov/tsip.htm](http://www.iowadot.gov/tsip.htm).

**Application amount minimum/maximum**

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

**Application deadline**

August 15 is the deadline for all types of projects.

**Special project requirements**

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

**Type of approval required**

DOT staff, along with a city/county committee, recommends prioritization of projects to the Iowa Transportation Commission, which then approves funding of specific projects.

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

**Average length of time for acceptance decision**

Applications due: August 15

Iowa Transportation Commission decision: usually by December

Funding available: July 1 (Funds may be available sooner for special cases.)

**Program’s annual funding level**

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

Total funding for all research studies and public information initiatives cannot exceed \$500,000 annually.

**More information/applications**

Iowa Department of Transportation

Office of Traffic and Safety

800 Lincoln Way

Ames, Iowa 50010

515-239-1267

## **Urban-State Traffic Engineering Program (U-STEP)**

### **Intent of Program**

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

### **Who is eligible to request funding?**

Any Iowa city

### **Qualifications for funding**

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

### **Type of submittal required**

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

### **Application amount minimum/maximum**

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

### **Application deadline**

Letters of request accepted all year

### **Special project requirements**

DOT review of plans and specifications

### **Type of approval required**

DOT staff approval and selection

### **Average length of time for acceptance decision**

90 days

### **Send application/request to:**

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

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

### Intent of program

This federally-funded 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 Program Letter of Interest indicating an interest in potentially utilizing the funding.
- Local match of 10 percent is required (90 percent federal funding) which would be funded through Iowa's Transportation Safety Improvement Program funds. (Resulting in a NET ZERO cost to the county.)

### Type of submittal required

Letter of Interest form is available from Iowa DOT's Safety Programs webpage:

[www.iowadot.gov/traffic/sections/safety.htm](http://www.iowadot.gov/traffic/sections/safety.htm)

### Application deadline

Applications are accepted on a first-come, first-awarded basis.

### Special project requirements

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

### Compliance with regulations regarding the following is required:

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

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

*(continued on next page)*

**Type of approval required**

Interested counties will meet with the HSIP-Secondary Program Team to review potential projects using the following criteria:

- Crash data
- Roadway conditions
- Risk factors

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).

**Average length of time for acceptance decision**

Three months

**Program's annual funding level**

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

**More information/applications**

The DOT Office of Traffic & Safety webpage contains additional information and can be viewed at [www.iowadot.gov/traffic/sections/safety.htm](http://www.iowadot.gov/traffic/sections/safety.htm)

*Questions may be directed to:*

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

## **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 77)

## **Trails, Enhancement and Youth Programs**

## **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  
Office of Design  
800 Lincoln Way  
Ames, IA 50010  
515-239-1424

## **Living Roadway Trust Fund**

### **Intent of program**

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

- roadside inventories;
- gateway enhancement plantings for city, county and state locations;
- education/training;
- research/demonstration;
- roadside enhancement;
- seed propagation; and
- special equipment.

### **Who is eligible to request funding?**

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

### **Qualifications for funding**

- An approved IRVM plan for the city or county involved must be on file with the DOT's Roadside Coordinator office. Exceptions made for demonstration and educational plantings.
- 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 (not for tractors or trucks)
  - harvesting equipment (not for tractors or trucks)
  - educational/informational materials regarding IRVM

### **Types of submittal required**

Formal application found on the [www.iowalivingroadway.com](http://www.iowalivingroadway.com) Web site.

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

### **Application deadline**

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 reimbursement can be made by the Living Roadway Trust Fund, there must be a signed agreement and original invoices showing goods or services rendered in accordance with that agreement.

*(continued on next page)*

**Type of approval required**

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

**More information/applications**

Iowa Department of Transportation  
Office of Design  
800 Lincoln Way  
Ames, IA 50010  
515-239-1768  
[www.iowalivingroadway.com](http://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](http://www.iowadot.gov/systems_planning/fedstate_rectrails.htm).

Application forms are available from the DOT, and at [www.iowadot.gov/forms/index.htm](http://www.iowadot.gov/forms/index.htm).

### **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

Office of Systems Planning

800 Lincoln Way

Ames, Iowa 50010

515-239-1252

[www.iowadot.gov/systems\\_planning/fedstate\\_rectrails.htm](http://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 (volunteer services and other state grants are not eligible as matching funds).
- Proposed projects must be part of a local, area-wide, regional, or statewide trail plan.
- Trails resulting from successful applications must be maintained as a public facility for a minimum of 20 years.

### **Type of submittal required**

Program information is available at [www.iowadot.gov/systems\\_planning/fedstate\\_rectrails.htm](http://www.iowadot.gov/systems_planning/fedstate_rectrails.htm).

Application forms are available from the DOT and at [www.iowadot.gov/forms/index.htm](http://www.iowadot.gov/forms/index.htm).

### **Application deadline**

January 2 and July 1 (In most years there is no January 2 round - please contact the DOT to confirm.)

### **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

Office of Systems Planning

800 Lincoln Way

Ames, Iowa 50010

515-239-1252

[www.iowadot.gov/systems\\_planning/fedstate\\_rectrails.htm](http://www.iowadot.gov/systems_planning/fedstate_rectrails.htm)

## State Scenic Byway Program

### Intent of program

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

### Who is eligible to request designation?

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

### Type of submittal required

Applications are available from the DOT. See also: [www.iowadot.gov/iowasbyways/index.aspx](http://www.iowadot.gov/iowasbyways/index.aspx).

### Application process/deadline

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

### More information/applications

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

## 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?

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

### Qualifications for funding

- A local match of at least 20 percent is required.
- Eligible projects will fall into one of the following categories:
  - those which reduce emissions via traffic flow improvements and provide a direct benefit to air quality by addressing ozone, carbon monoxide, or 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 [www.iowadot.gov/forms/index.htm](http://www.iowadot.gov/forms/index.htm) or at [www.iowadot.gov/systems\\_planning/icaap.htm](http://www.iowadot.gov/systems_planning/icaap.htm).

### Requested amount – minimum/maximum

Minimum \$20,000 total project cost

### Application deadline

October 1, statewide competitive application

### Special project requirements

#### Highway projects

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

(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

Office of Systems Planning

800 Lincoln Way

Ames, Iowa 50010

515-239-1713

[www.iowadot.gov/systems\\_planning/icaap.htm](http://www.iowadot.gov/systems_planning/icaap.htm)

## Federal Transportation Alternatives Program

### Intent of program

The Federal 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.

The TAP replaced funding from pre-MAP-21 programs including the Transportation Enhancement Program, Safe Routes to School Program, and National Scenic Byways Program.

### Who is eligible to request funding?

MAP-21 allows the following entities to apply for Transportation Alternatives Program funding:

- Local governments.
- Regional Transportation Authorities.
- Transit Agencies.
- Natural Resource or public lands agencies.
- School Districts, local education agencies or schools.
- 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.

- 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 (*regional or statewide*), applications can be submitted to either the DOT or the appropriate RPA/MPO.

- Projects considered *statewide* 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 projects require filing an application on a form provided by the DOT. Applications are available from the DOT and at <https://forms.iowadot.gov/Default.aspx>; and program information is available at [www.iowadot.gov/systems\\_planning/trans\\_enhance.htm](http://www.iowadot.gov/systems_planning/trans_enhance.htm).

- For application requirements regarding *regional* (non-statewide) projects – contact the appropriate RPA/MPO. (see [www.iowadot.gov/systems\\_planning/distplannercontact.htm](http://www.iowadot.gov/systems_planning/distplannercontact.htm))

### **Application deadline**

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

### **Special project requirements**

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

### **Type of approval required**

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

### **Program's annual funding level**

- approximately \$1.0 million for *statewide* projects
- approximately \$7.8 million for *regional* projects

### **More information/applications**

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

[http://www.iowadot.gov/systems\\_planning/trans\\_enhance.htm](http://www.iowadot.gov/systems_planning/trans_enhance.htm)

## Urban Youth Corps Program

### Intent of program

This program is intended to provide transportation-related employment and training opportunities to youth between the ages of 16 and 21 who face barriers to employment; along with meaningful and productive improvements to transportation facilities.

### Who is eligible to request funding?

Any public or private nonprofit organization

### Qualifications for funding

Each participating agency is required to provide 30 percent of the total project costs. No more than 10 percent of the total project cost may be in-kind services. The remaining 20 percent must be in the form of cash.

### Type of submittal required

Application forms are available from the DOT Office of Systems Planning and at [www.iowadot.gov/systems\\_planning/Urban\\_Youth\\_Corps.htm](http://www.iowadot.gov/systems_planning/Urban_Youth_Corps.htm).

### Type of approval required

Three persons designated by the director of the DOT independently score each application using a 100-point system. The scores are averaged and the applications receiving the highest scores are recommended to the director for funding.

### Program's annual funding level

\$75,000 (anticipated)

### Application deadline

The application form must be submitted by the close of business on March 1.

### More information/applications

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

[www.iowadot.gov/systems\\_planning/Urban\\_Youth\\_Corps.htm](http://www.iowadot.gov/systems_planning/Urban_Youth_Corps.htm)



## **Transit Programs**

## **State Transit Assistance**

### **Intent of Program**

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

### **Who is eligible for funding?**

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

### **Qualifications for funding**

- Projects must be in an approved 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 (FY2015 - \$12.8 million)

### **More information/applications**

Iowa Department of Transportation  
Office of Public Transit  
800 Lincoln Way  
Ames, Iowa 50010  
Phone: 515-233-7870  
Fax: 515-233-7983  
[www.iowadot.gov/transit](http://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 Office of Public Transit's website, [www.iowadot.gov/transit](http://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 (FY2015 - \$1.5 million)

### **More information/applications**

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

(continued on next page)

**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

**Program's annual funding level**

FY 2016 funding appropriations for Urbanized Areas of 200,000 or more in population:

- IL/IA: \$4,205,323 (combined)
- Des Moines: \$6,313,223
- IA/NE: \$8,020,489 (combined)

FY 2016 funding appropriations for Urbanized Areas of 50,000-199,000 in population:

- Iowa: \$11,408,763
  - Ames \$1,973,235
  - Cedar Rapids \$2,650,681
  - Dubuque, IA/IL \$1,129,600
  - Iowa City \$2,648,977
  - Sioux City (IA/NE/SD) \$1,388,034
  - Waterloo \$1,618,236

**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.

*(continued on next page)*

**Average length of time for acceptance decision**

75 days

**Program's annual funding level**

FFY 2016 funding appropriations for Urbanized Areas of 200,000 or more in population:

- IL/IA: \$253,804 (combined)
- Des Moines: \$338,383
- IA/NE: \$538,458 (combined)

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

- Iowa: \$859,583

Non-urbanized areas less than 50,000 in population

- Iowa: \$1,065,105

**More information/applications**

Iowa Department of Transportation

Office of Public Transit

800 Lincoln Way

Ames, Iowa 50010

Phone: 515-233-7870

Fax: 515-233-7983

[www.iowadot.gov/transit](http://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

*(continued on next page)*

**Program's annual funding level**

FFY 2016 funding appropriation for the rural program is \$12,244,287

**More information/applications**

Iowa Department of Transportation

Office of Public Transit

800 Lincoln Way

Ames, Iowa 50010

Phone: 515-233-7870

Fax: 515-233-7983

[www.iowadot.gov/transit](http://www.iowadot.gov/transit)

## **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

(continued on next page)

**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.

**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**

For FY 2016, \$1.8 million was available.

**More information/applications**

Iowa Department of Transportation  
Office of Public Transit  
800 Lincoln Way  
Ames, Iowa 50010  
Phone: 515-239-1530  
Fax: 515-233-7983  
[www.iowadot.gov/transit](http://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**

FFY 2016 funding appropriations:

- IL/IA: 443,941 (combined)
- Des Moines: \$646,679
- IA/NE: \$793,001 (combined)
- Urbanized areas of 50,000-199,000 in population: \$910,902
- Non-urban areas < 50,000 in population and rural areas: \$1,750,000

### **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  
Office of Public Transit  
800 Lincoln Way  
Ames, Iowa 50010  
515-233-7870  
[www.iowadot.gov/transit](http://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 – currently no Iowa transit systems qualify for funding.

## 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?

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

### Qualifications for funding

- A local match of at least 20 percent is required.
- Eligible projects will fall into one of the following categories:
  - those which reduce emissions via traffic flow improvements and provide a direct benefit to air quality by addressing ozone, carbon monoxide, or 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 [www.iowadot.gov/forms/index.htm](http://www.iowadot.gov/forms/index.htm) or at [www.iowadot.gov/systems\\_planning/icaap.htm](http://www.iowadot.gov/systems_planning/icaap.htm).

### Requested amount – minimum/maximum

Minimum \$20,000 total project cost

### Application deadline

October 1, statewide competitive application

### Special project requirements

#### Highway projects

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

(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) (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

Office of Systems Planning

800 Lincoln Way

Ames, Iowa 50010

515-239-1713

[www.iowadot.gov/systems\\_planning/icaap.htm](http://www.iowadot.gov/systems_planning/icaap.htm)

## **Surface Transportation Block Grant 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**

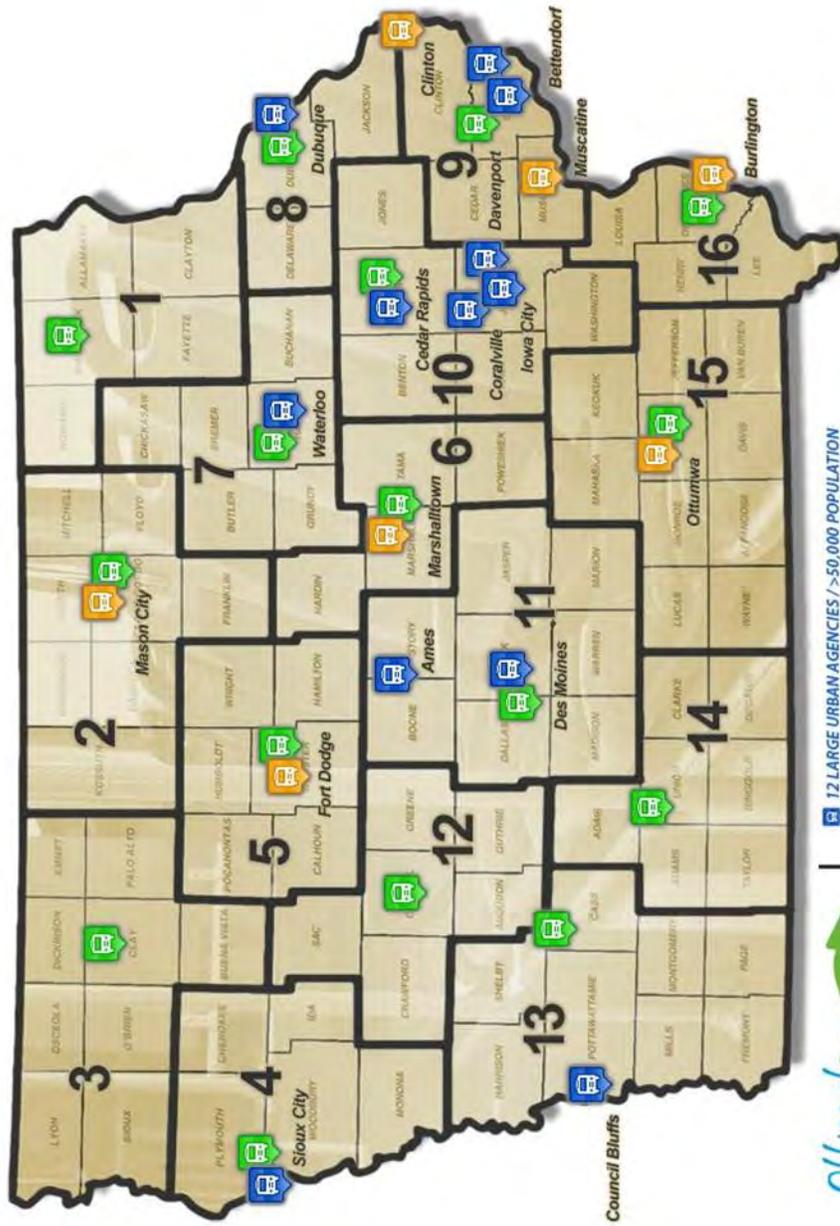
Iowa Department of Transportation  
Office of Program Management  
800 Lincoln Way  
Ames, Iowa 50010  
515-239-1288

**Submittal Requirements**

	<b>State Funds</b>	<b>State-Administered Federal Funds</b>	<b>Federal Funds*</b>
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*

# Iowa's Public Transit System



12 LARGE URBAN AGENCIES / >50,000 POPULATION  
 7 SMALL URBAN AGENCIES / <50,000 POPULATION  
 16 REGIONAL AGENCIES



## Transportation Acronyms

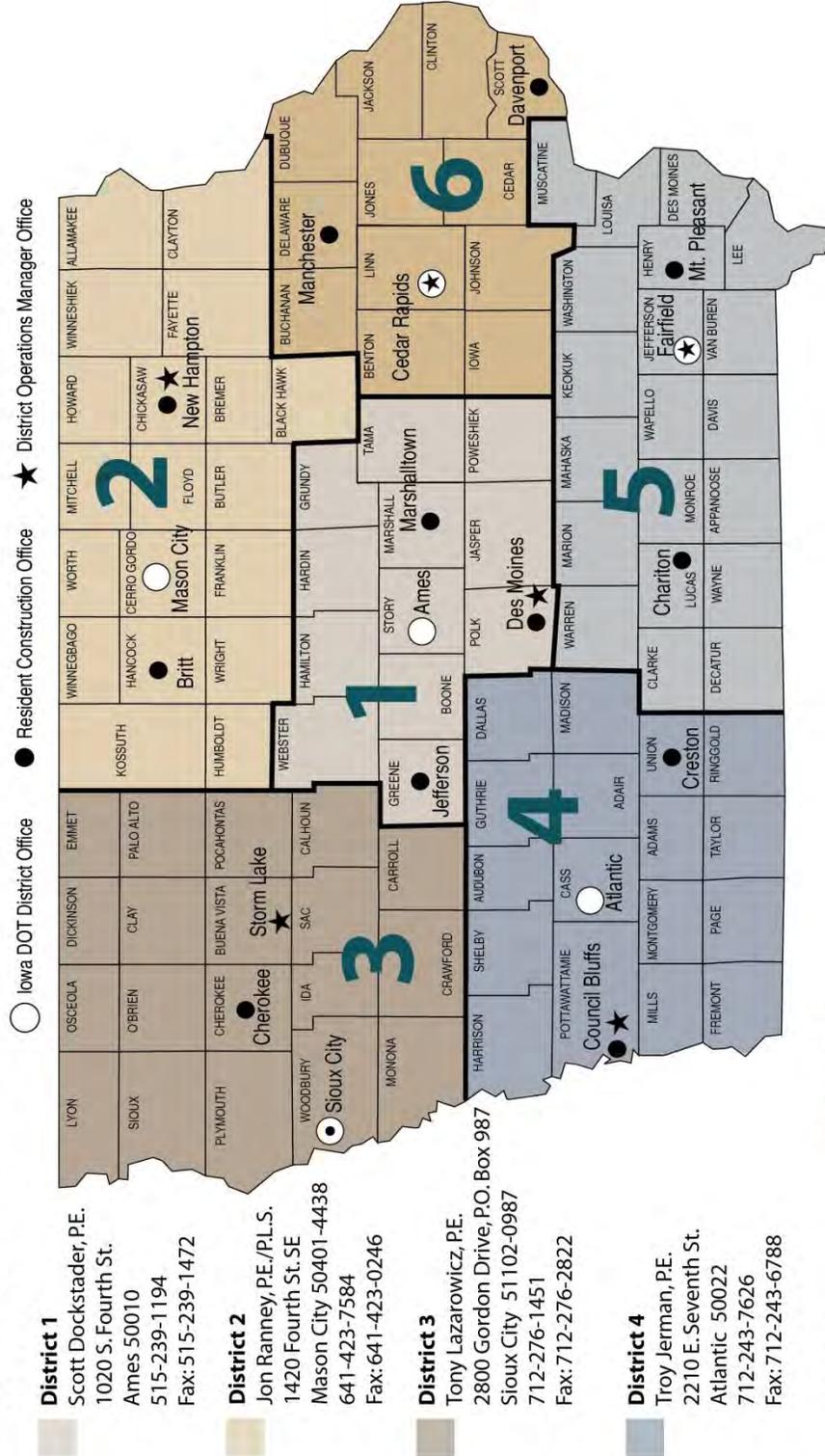
AAR	Association of American Railroads (members: largest rail companies)
AASHTO	American Association of State Highway and Transportation Officials (national transportation organization)
ADA	Americans with Disabilities Act (federal law)
ADT	Average daily traffic (number of vehicles per day)
AFSCME	American 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)
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 Association (part of U.S. DOT)
FTA	Federal Transit Administration (part of U.S. DOT)
GA	General Assembly (state legislature)
GAO	General Accountability Office (conducts analysis of federal programs)
GIS	Geographic Information System (computerized mapping and planning tool)
GPS	Global Positioning System (location identification tool using satellites)
GVWR	Gross vehicle weight rating (manufacturer's design weight rating for commercial vehicles)
HOV	High-occupancy vehicle (autos occupied by more than the driver)
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 <sup>st</sup> 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)
STBGP	Surface Transportation Block Grant Program (federal program established as part of ISTEA and continued in successive reauthorizations. However, 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)

# Highway Division District Engineers Iowa Department of Transportation



**District 1**  
 Scott Dockstader, P.E.  
 1020 S. Fourth St.  
 Ames 50010  
 515-239-1194  
 Fax: 515-239-1472

**District 2**  
 Jon Ranney, P.E./P.L.S.  
 1420 Fourth St. SE  
 Mason City 50401-4438  
 641-423-7584  
 Fax: 641-423-0246

**District 3**  
 Tony Lazarowicz, P.E.  
 2800 Gordon Drive, P.O. Box 987  
 Sioux City 51102-0987  
 712-276-1451  
 Fax: 712-276-2822

**District 4**  
 Troy Jerman, P.E.  
 2210 E. Seventh St.  
 Atlantic 50022  
 712-243-7626  
 Fax: 712-243-6788

**District 5**  
 Jim Armstrong, P.E.  
 307 W. Briggs, P.O. Box 587  
 Fairfield 52556-0587  
 641-469-4005  
 Fax: 641-472-3622

**District 6**  
 Jim Schnoebelen, P.E.  
 430 16th Ave. SW  
 Cedar Rapids 52404  
 319-364-0235  
 Fax: 319-364-9614

January 2014





# District Transportation Planners' Areas of Responsibility

## Metropolitan Planning Organizations and Regional Planning Affiliations

