Transportation Funding Opportunities for Smaller Communities in East Central Iowa

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TRANSPORTATION FUNDING OPPORTUNITIES FOR
SMALLER COMMUNITIES IN EAST CENTRAL IOWA

Prepared For:
East Central Iowa Council of Governments
Presented April 25, 1991

Prepared By:
Ryan J. Larsen,
Jennifer J. Linden,
Marc A. Porter, and
Edward D. Raber

102:215 Field Problems in Planning
Professor Heather MacDonald
Graduate Program in Urban and Regional Planning
The University of Iowa, Iowa City, Iowa
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John Fuller, UI Dept. of Urban and Regional Planning
Joe’s Place, Iowa City, Iowa

April 1991,

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JIL
MAP
EDR
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Introduction

This report is a useful guide to state and federal transportation programs for smaller communities in East Central Iowa. This can be an important tool for communities without the administrative staff or personnel to research these programs and procedures on their own. The report's value is that it ties together the State's funding procedures with the State's transportation programs, and provides communities with strategies for improving their funding. It should also be noted that the focus is on transportation funding as it applies to smaller communities. The study does not include some programs that are available only to larger metropolitan cities such as Cedar Rapids and Iowa City. In these respects, the report is a unique tool.

After a thorough reading of this report, communities should have a basic understanding of Iowa's transportation funding process. The report is divided into four sections which go step by step through the process. The first section explains where money for transportation projects come from and how the Iowa Department of Transportation (IDOT) prioritizes projects. The second section explains allocative funding programs, or programs where funding is determined according to some set formula. Section Three details Iowa's competitive grant and loan programs. Funding for these programs is based on a competitive application procedure. Competitive programs, such as RISE (Revitalize Iowa's Sound Economy), are smaller communities' most likely way to increase local transportation funding. The final section provides strategies for communities to maximize their funding from the available programs. Finally, the Appendix is a useful list of pertinent information on all the transportation programs available, and what is necessary to obtain funding from these programs.
Where do revenues for transportation funding come from, and how does the State determine where and how the money will be spent?

Our report on transportation funding begins with a discussion of where the money comes from and how transportation dollars are spread across the State. This information outlines the first steps in the whole transportation funding process in Iowa.

Sources of State and Federal Revenue
Where does money for road construction come from? The majority of transportation improvements in the State of Iowa are financed through state and federal user fees. User fees include motor fuel excise taxes, motor vehicle registration, driver license fees, and use taxes on vehicles. However, county roads and city streets are largely financed by city and county governments through property taxes, special assessments, parking fees, and other miscellaneous sources.

The federal government is the largest source of transportation funding. Federal monies are collected through the federal motor fuel and excise taxes which are deposited in the Federal Highway Trust Fund. This trust fund is administered by the Federal Highway Administration as a reimbursement. This means that the Federal and/or State governments reimburses communities for their approved expenditures after they are completed. Funds for highway improvements are allocated to all the states according to preset federal formulas that factor in a state's population, land area, and highway mileage to arrive at the total amount of funding. Lastly, for a project to receive federal aid, it must be on the designated federal-aid system and also meet the Federal Highway Administration design and construction requirements. Roughly 80% of the federal funds Iowa receives are targeted for the primary road system, 14% for county roads, and 6% for city streets.

State funds available for highway expansion are derived from receipts to the State Road Use Tax Fund (RUTF). However prior to distribution, certain "off-the-top" allocations are made from RUTF. These "off-the-top" allocations go toward; the Iowa State Patrol, trails funding, transit funding, RISE funds (see Section IV), and parks and institutional road funding. The remaining portion of the Road Use Tax Fund is distributed as follows:
Communities should be aware of the different types of roads present in their community. Many primary and secondary roads run through small towns; small towns should not think that that their community is only eligible for RUTF's City Street Fund.

**How does the State determine where the money will be spent?**

The Iowa Department of Transportation Office of Advanced Planning publishes the Iowa Quadrennial Road and Bridge Needs Study every four years. It details the construction, maintenance, engineering, and administration costs for Iowa's transportation infrastructure systems over the following 20 years. The IDOT includes all of the State's roadway segments, bridges, and rail crossings in the study.

All parts of the infrastructure are inventoried and are given a classification according to their function. For example, each segment of road is classified as primary, secondary, farm-to-market, etc. After classifying all the infrastructure - roads, rail crossings, etc., IDOT compares the condition of the infrastructure against design guides and regulations for the corresponding classification. Roadways classified as primary roads are compared against the IDOT's design guides and regulations for primary roads. Then, using a computer modelling and simulation program, a prediction of all the inventoried structures' deficiencies and improvement needs over the next 20 years is computed. Finally, a current-dollar cost is assigned to each needed improvement. This process is how the IDOT not only determines what areas or structures require improvement, but also determines the relative *priority* of those improvements based on detailed formulas and factors.

In general, the IDOT's list of required improvements is funded according to the project's priority status. The IDOT annually publishes the *Transportation Improvement Program* which details all the scheduled projects, including when the project will be done and how much it will cost, for the following five years. These formula based improvements are explained under the next section: *Allocative Funding Programs*. Allocative programs make up the financial bulk of the State's transportation projects.
Allocative Funding Programs

The State has a number of different allocative funding programs for transit, aviation, railroad, traffic safety, and highways. This section explains the different types of State and federal allocative funds available to small communities. All of the allocative funding programs and their pertinent information are also listed in the appendix of this report.

Transit Programs

With the exception of the City of Coralville, there are no smaller communities currently receiving money from any of the rural transit assistance programs. However, there is an opportunity to receive some money. The majority of transit funds are provided by the federal government, and can be obtained by private non-profit organizations. The most viable program is called Section 16 (b) (2). This program provides money for services for the elderly and handicapped. The Federal government awards money to the State, which then transfers it to local or regional transportation agencies or organizations. Each local or regional agency must match twenty-five percent of the total award.

Aviation Programs

Funding for the Aviation Program comes from the State Aviation Fund. In most cases, State funds must be matched by a percentage of local funds. The State Aviation Fund is made up of revenues from aircraft registrations, an eight cent per gallon user fee on aviation gasoline, and a three cent per gallon user fee on jet fuel. Airport money obviously will only be awarded to those communities which have an airport. There are smaller airports in East Central Iowa which have received money in the past.

One significant program of the Aviation Program which will not be found in the appendix of this document, is the State System Planning / Airport Planning Program. The Federal Aviation Administration (FAA) provides funds for the State Aviation Commission to carry out planning activities at the state and local levels. The program is designed to assist airport planning and the development of program options, as well as formulating state investment strategies.

There are several aviation programs which the State sponsors. Some require local matching funds. The airport assistance programs include: the Facilities and Equipment Program which provides funds each year to pay up to one half of the cost to purchase and install navigational equipment; the Runway Marking Program funds runway marking and
light construction; the State distributes windsocks to all publicly owned airports under the Windsock Program; provides charts and directories of other air services in Iowa under The Airport Chart and Directory Program; operates an Aviation Weather station to update all airports on the weather conditions across the Iowa and the country; and the Aviation Education Program provides funds to promote aviation in Iowa, and develop an aviation/aerospace resource library; the Airport Improvement Program has funds for major construction projects which enhance airport safety. The final area is called Departmental Information and Services which provides technical assistance to airports across the State.

Railroad Programs
The main purpose of Iowa's rail program is to maintain the quality of the State's existing track, and to replace or repair track in substandard conditions. The Rail Assistance Program funds two types of projects; Rail Assistance projects which provide for the preservation of rail service in Iowa and Economic Development projects which promote rail service that aids in the creation of jobs in Iowa; the Federal-Aid Rail/Highway Crossing Safety Fund provides 90% of the total funding for safety improvements. The State Grade Crossing Surface Repair Fund provides money for repairing rough railroad crossings. The State Grade Crossing Safety Fund funds local jurisdictions' efforts to maintain crossing signals installed since 1973. The Iowa Railway Finance Authority is authorized to condemn rail property and issue revenue bonds to raise funds for projects; The final program is Operation Lifesaver, which funds safety demonstration classes across Iowa.

Traffic Safety Improvement Programs
The Traffic Safety Improvement Program allocated 3.5 million dollars in 1990 for traffic safety improvements and studies on public roads under county, city, or State jurisdiction. There are three separate funding categories under this program: construction or improvement of traffic operations at a specific site; the purchase of materials for the installation of new signs and signals or the replacement of obsolete signs and signals; and transportation safety research, studies or public information initiatives.

Highway Program
Most of the funds available from the Iowa Department of Transportation are Federal or State funds, and are targeted for the Interstate Highway System. These funds do not generally apply to transportation funding available to communities in East Central Iowa. However, there is one program which applies to smaller communities. The Urban-State Traffic Engineering Program (U-STEP) was created to help share the construction cost of
traffic engineering improvements at spot locations such as intersections or other traffic bottlenecks. The program has funded new or remodeled traffic signal systems, interconnection or coordinating of signals, intersection reconstruction, turning lanes, and widening or adding lanes for through traffic.

**Competitive Grant & Loan Programs**

In comparison to allocative funding, where money is distributed on the basis of State formulas, competitive grants place each community in competition with its neighbors for financial assistance. By far the most applicable program is RISE, but three additional programs apply to transportation assistance as well. RC2000, CDBG, and the Community and Business programs each have applications to transportation related development. However, unlike RISE, transportation is not the focus of these additional three programs. For most communities, the most likely way to increase the amount of local funding for transportation projects is to apply for a RISE grant.

**CDBG (Community Development Block Grant)**
The purpose of the Community Development Block Grant program is to develop viable urban communities, by providing decent housing and suitable living conditions and expanding economic opportunities, principally for persons of low and moderate incomes. The CDBG program is administered through the Iowa Department of Economic Development; all incorporated cities and counties in the State of Iowa under 50,000 population are eligible to apply for CDBG funds. Transportation is not the focus of this grant. Transportation projects, such as constructing a new street or road, can only be done as one component of the overall CDBG. If construction of a low income housing area requires a new road access, it could be funded by the CDBG. Stand-alone transportation projects are usually not funded.

**RC 2000 (Rural Community 2000)**
The Rural Community 2000 program is designed to assist communities and rural areas of the State with their development and governmental responsibilities. It provides low-interest and no-interest loans or grants for infrastructure and housing improvements. Unlike CDBG it is funded completely by the State’s general fund, and therefore funding levels may vary from year to year. Much like the CDBG program, it can be used for emergency situations, and may cover up to three-quarters of the project’s total cost. There are two subprograms
under RC 2000; the *Traditional Infrastructure* and the *New Infrastructure* Programs. The Traditional Infrastructure subprogram is the most applicable to transportation related development.

**Community and Business Program**
The Community and Business Program is funded by the Farmer's Home Administration (FmHA) and the US Department of Agriculture. It provides grants and loans to communities with population less than 20,000. The program is designed to aid rural communities engaging in the construction, enlargement, or improvement of essential community facilities and services. Like the CDBG, FmHA loans generally cannot be used for stand-alone transportation projects. However, they can be funded in conjunction with other related municipal projects.

**RISE (Revitalize Iowa's Sound Economy)**
In Iowa, the most well known competitive transportation grant program is RISE. RISE is also the only competitive grant whose main purpose is to fund transportation improvements. The RISE fund was created by the Iowa Legislature in 1985 to promote economic development in Iowa through the construction or improvement of roads and streets. RISE is funded by a 1.55 cents per gallon motor fuel tax. The RISE program received approximately $26 million in 1990 which was divided up into: 64.5% for primary roads, 32.3% for city streets, and 3.2% for secondary roads.

Representatives from all levels of government, private sector business leaders, and developers helped the Iowa Department of Transportation develop the direction and structure of RISE. The program is targeted toward projects which promote Iowa business expansion or the relocation to Iowa of jobs and businesses from outside Iowa. Transfers of business activity or jobs from inside Iowa do not satisfy RISE application requirements. The program also emphasizes the involvement and active participation of the local community or area involved in the project.

There are three subprograms within RISE: Immediate Opportunity, Local Development, and Regional Development Projects.

1. **Immediate Opportunity Grants**
   To receive immediate funding, a community must show the IDOT that the creation of new, permanent jobs or retention of current jobs is in jeopardy unless financial
assistance for transportation improvements can be arranged. There is no set filing
deadline for this program; applications are considered as they arrive.

2. Local Development Project Grants
To receive local development funding a community must show that the creation or
retention of permanent jobs on a local scale hinges on the decision to receive
funding. Funds are only distributed semiannually.

3. Regional Development Projects
The Regional Development portion of the program was created to address the needs
of a geographic area beyond the scope of a single county or city site. Additionally,
they cannot be used directly for site particular activities such as bridge repair or
pavement reconditioning. Each project must improve the overall economic quality
within the area, and promote development on a regional or subregional basis.

What Communities Can Do For Themselves
To Obtain Transportation Funds

Most of the programs that are explained in earlier sections of this report are of an allocative
nature. Communities can do relatively little to receive additional transportation funding
from these kinds of programs because they are decided by formulas. At a minimum,
communities can make sure that IDOT has accurate information on their transportation
needs. In order to accomplish this, communities will have to do some planning on their
own. This section lists some strategies that communities can follow.

A. Local officials should identify the transportation needs in the community, similar to the
IDOT Quadrennial Needs Study. This should include an inventory of the community's
needs, such as roads, bridges, transit, parking, rail crossings, traffic signals, and the
community's resources, such as existing transportation infrastructure, alternative
transportation modes and routes, accessible local funds, and human resources
(administrative capabilities and volunteer work). Identifying a community's
transportation needs may be as simple as having local officials and volunteers make an
inspection of the community's infrastructure. Needs may also be identified by such
things as accident rates or complaints about the lack of a structure or a structural
deficiency (i.e. complaints regarding the need for a traffic signal be installed on Main Street).

B. Communities are encouraged to develop a local transportation planning document. This plan should cover about four years into the future and be revised annually. The transportation plan should also be in agreement with other community plans. If no other plans exist, communities should consider developing a comprehensive plan. The transportation plan should contain, at a minimum, the following information:

- A prioritized list of the transportation needs that the community has identified. The State does this as well, but communities should have their own idea of what is most important. An explanation of the community's prioritization rational should also be included.

- Make a realistic schedule of when these transportation improvements should be accomplished.

- A study of all the funding options. This may include local funding, State or Federal programs, competitive programs like RISE, or even impact fees from development.

C. Communities should keep their State representatives and senators, and the IDOT informed of their planning efforts and priorities.

D. Communities should always be aware of new opportunities which are available to them. Do not exclusively target one type of funding. The rules of each program may change over time, and communities need to stay informed and adjust accordingly. New sources of funding may appear from year to year, and communities need to be aware of this. In general, contact the IDOT district office annually to stay abreast of any changes. Communities should also see how new changes in State or Federal programs or procedures apply to their transportation plans and needs.

- **Competitive Grants:**
  
  - Become very familiar with the grant's rules and regulations before starting. A very flashy grant application that does not follow the programs' rules will still be turned down. This is a costly and time consuming mistake. Communities might consider having a private consultant write competitive grant applications. They are likely to know more about the program and should have experience writing grants. Other agencies, like the East Central Iowa Council of Governments or the
district IDOT office can also provide information on grants or loans application procedures.

- Communities should have an integrated plan for economic development or housing projects. An application will be better received if it is not a "stand-alone" transportation project. Applications should show that the community is using several strategies to attract development or construction. Transportation plans plus public service plans and economic incentives to businesses help to convince the State that the community is taking some initiative on their own. This makes the application more attractive to the State and increases its chances of being funded.
APPENDIX

Transportation Funding Programs For Smaller Communities In East Central Iowa


AVIATION PROGRAM

Iowa Department of Transportation
Air and Transit Division
Des Moines International Airport
Des Moines, IA 50321
(515) 287-2802

Program: Facilities and Equipment Program
Applicant: Publicly owned and operated airports
Nature: Purchase and install visual and navigational aids, communication equipment, obstruction lighting and meteorological equipment. Replacement or refurbishment of worn out equipment is included.
Funding: 50% State, 50% local match
Total Alloc: $100,000 in State aviation fund (1990)
Contact: IDOT Air and Transit Division

Program: Runway Marking Program
Applicant: Publicly owned and operated airports
Nature: IDOT personnel and equipment to provide runway marking service for all publicly owned airports. Includes both construction and maintenance of markings.
Total Alloc: $20,000 in State aviation fund (1990)
Contact: IDOT Air and Transit Division

Program: Airmarker Program
Applicant: Publicly owned and operated airports
Nature: To paint rooftop airmarkers throughout the State to provide visual navigation guidance to pilots.
Total Alloc: $18,000 in State aviation fund (1990)
Contact: IDOT Air and Transit Division

Program: Airport Improvement Program
Applicant: Publicly owned and operated airports
Nature: Major construction to enhance safety, to preserve and expand publicly owned and operated airports. Building of new and replacement airports is also included.
Funding: 70% State; 30% local match (reimbursement basis)
Contact: IDOT Air and Transit Division
Note: Belle Plaine Airport received $516,000 to pave a new runway (1990)
Program: Airport Chart and Directory Program
Applicant: Publicly owned and operated airports
Nature: Program publishes a state airport chart and directory every year
Funding: 100% State funded, $38,000 (1990)
Contact: IDOT Air and Transit Division

Program: Windsock Program
Applicant: Publicly owned and operated airports
Nature: The Department stocks and distributes windsocks for all publicly owned airports in Iowa
Funding: 100% State funded, $12,000 (1990)
Contact: IDOT Air and Transit Division

Program: Aviation Weather Program
Applicant: Publicly owned and operated airports
Nature: Operation and maintenance of 61 automated weather observation systems (AWOS) around the State
Funding: 100% State funded, $660,000 (1990)
Contact: IDOT Air and Transit Division

Program: Aviation Education/Promotion Program
Applicant: Publicly owned and operated airports
Nature: The Department provides money to encourage, foster, and assist in the general development and promotion of aeronautics in the State of Iowa and make disbursements from the State aviation fund. The funds are used to purchase promotional materials, develop an aviation aerospace resource library, and fund associated activities to promote aviation in Iowa.
Funding: 100% State funded, $30,000 (1990)
Contact: IDOT Air and Transit Division

Program: Departmental Information and Services Program
Applicant: Publicly owned and operated airports
Nature: The Department provides management and technical assistance in airport design and construction, airport safety, airport zoning, and community air service needs.
Contact: IDOT Air and Transit Division
RAILROAD PROGRAM

Iowa Department of Transportation
Rail and Water Division
800 Lincoln Way
Ames, IA 50010
(515) 239-1367

Program: Rail Assistance Program
Applicant: Railway companies, cities, and counties.
Nature: Aid preservation of railroad service to Iowa shippers and to encourage economic
development along Iowa's rail system. Includes restoration or construction of spur tracks
needed to serve an industry, or to improve facilities of an existing industry.
Funding: Up to 80% State
Total Alloc: $2.4 million (1990)
Requirements: Project must be considered by the current "Iowa Railroad Analysis Update" (Rail Plan) or
represent an immediate need to be eligible for funding.
Contact: IDOT Rail and Water Division

Program: Federal Aid Rail/Highway Crossing Safety Fund
Applicant: Cities, Counties, and railroads
Nature: Installation of new crossing signal devices or to upgrade existing ones in order to improve
safety conditions.
Funding: 90% State
Total Alloc: $3.9 million (1990)
Requirements: Crossing projects are prioritized using a number of factors including highway and train
traffic, and accident history.
Contact: IDOT Rail and Water Division

Communities receiving funds from the Federal-Aid Rail/Highway Safety Fund in 1991

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<tr>
<th>Community</th>
<th>Type Improvement</th>
<th>Federal Funds (90%)</th>
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<tr>
<td>Vinton</td>
<td>Misc Signal Imp.</td>
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<td>Vinton</td>
<td>Motion Sensors</td>
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<td>Motion Sensors</td>
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<td>18,101</td>
</tr>
</tbody>
</table>

* Pending funds from the Federal-Aid Rail/Highway Safety Fund in 1992

Program: Operation Lifesaver
Applicant: All eligible communities with railroads
Nature: Performs safety demonstrations at local schools, to civic groups, attend fairs and railroad
promotional activities, and sponsor safety schools.
Funding: 100% by the national organization of Railroad Employees and Public Officials (1990)
Contact: IDOT Rail and Water Division
Note: Communities scheduled for safety campaigns include Mason City, Sioux City, Cedar
Rapids, and Des Moines. Others would be considered if a request is made.
Program: Iowa Railway Finance Authority
Applicant: Local or county roadway jurisdictions, and railway companies.
Deadline: Funded in order received at IDOT
Nature: Used to assist railroad companies and roadway jurisdictions in acquisition, refinancing, or improvement of essential rail lines
Funding: 80% State, 20% local jurisdiction
Total Alloc: $5.3 million in 1990
Requirements: Funded in order of received at the department
Contact: IDOT Rail and Water Division

Program: State Grade Crossing Repair Fund
Applicant: Local or county roadway jurisdictions, and railway companies.
Deadline: Funded in order of received at IDOT
Nature: Used to assist railroad companies and roadway jurisdictions to repair rail/highway crossings.
Funding: 60% State, 20% railroad company, 20% local jurisdiction
Total Alloc: $900,000 (1991)
Requirements: Funded in order of received at the department
Contact: IDOT Rail and Water Division
Note: North Liberty received funds in 1991 totaling $14,935

TRAFFIC SAFETY IMPROVEMENT PROGRAM

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

Program: Construction or Improvement of Traffic Operations
Applicant: Incorporated cities
Deadline: July 1, annually
Nature: Construction or improvement of traffic operations at a specific site or location
Total Alloc: $3.5 million (1991)*

Program: Purchase of Materials for Installation of New or Replacement Signs and Signals
Applicant: Incorporated cities
Deadline: July 1, annually
Nature: Pays for costs associated with the purchase and installation of new traffic signs or signals
Total Alloc: $3.5 million (1991)*

Program: Transportation Safety Research, Studies or Public Information Initiatives
Applicant: Incorporated cities
Deadline: July 1, annually
Nature: Research addressing traffic safety concerns
Total Alloc: $3.5 million (1991)*

*The $3.5 million is to be split among the three programs.
HIGHWAY PROGRAM

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

Program: Urban State Traffic Engineering Program (U-STEP)
Applicant: Incorporated cities
Deadline: N/A
Nature: Traffic Engineering Improvements at spot locations such as intersections or bottlenecks
Total Alloc: $200,000 maximum per project in 1991

Part II. COMPETITIVE PROGRAMS: CDBG, RC 2000, FHA, and RISE.

Program: CDBG (Community Development Block Grant)
Applicant: All incorporated cities and counties in Iowa under 50,000 in population
Nature: To develop viable urban communities by providing decent housing, suitable living conditions, and expanding economic opportunities, principally for persons of low to moderate income
Funding: Program provides up to two-thirds of total project cost
Contact: Iowa Department of Economic Development in Des Moines
Notes: Stand-alone transportation projects are not competitive or do not qualify; transportation can only be a component of a project to improve low to moderate income living areas

Program: RC 2000 (Rural Community 2000)
Applicant: All incorporated cities and counties in Iowa under 50,000 population
Nature: To provide low-interest or no-interest loans or grants for infrastructure and housing improvements
Funding: Program provides up to three-quarters of the total project cost. Money originates from State General Fund
Contact: Iowa Department of Economic Development in Des Moines
Notes: There are two sub-programs within RC 2000: Traditional Infrastructure and New Infrastructure.
Program: Community and Business Program
Applicant: All incorporated cities and counties in Iowa under 20,000 population
Nature: To provide low-interest loans or grants to rural communities for construction, enlargement, or improvement of essential community facilities and services
Funding:
Contact: Farmer's Home Administration District 4 Office (FmHA)
Notes: Stand-alone transportation projects are not competitive or do not qualify; transportation can only be a component of a project to improve low to moderate income living areas

Program: RISE (Revitalize Iowa's Sound Economy)
Applicant: City and county governments. Projects may be initiated by the Iowa Department of Economic Development. The local or county government involved must assure the dedication of the road to public use, and ensure adequate maintenance in the future.
Nature: Created to promote economic development in Iowa through the construction or improvement of Iowa Roads. Funding comes from a percentage of the motor fuel tax.
Funding: Approximately $26 million in 1991. Dollars are set aside for different uses by classification: 65.8% on primary roads, 32.3% of the amount on city streets, and 3.2% on secondary roads, and .
Contact: IDOT District 6 -- Cedar Rapids, (319)-364-0235
IDOT District 5 -- Fairfield, (515)-472-4171
Notes: The project must promote state-wide economic development. Job transfers within Iowa are not acceptable. Funding may also hinge on the ability of local governments to raise capital to influence to locate in their town.
There are three different types of funds
1. Immediate Opportunity - based on the decision of a firm to locate or expand operations in an area.
2. Competitive Rating For Local Development - These projects are selected competitively, on a semi-annual basis. Applications received by Feb. 1 are considered for April funding, and applications received by Sept. 1 are considered for November funds.
3. Regional Development Projects - These projects must have an impact beyond a single county, city, or site and may involve improving access between population centers, or between population centers and interstate highways. It also involves improving access to economically distressed areas of the State, or meeting other regional development objectives. Projects dealing dealing with tourism or recreational development will most likely fall into this category.
List of Contacts and Resources

East Central Iowa Council of Governments
City Hall, Second Ave. & the Island
Cedar Rapids, IA 52401
(319) 398-3666

IDOT Office of Advance Planning
800 Lincoln Way
Ames, IA 50010
(515) 239-1369

IDOT Air & Transit Division
Des Moines International Airport
Des Moines, IA 50321
(515) 287-2802

IDOT Rail & Water Division
800 Lincoln Way
Ames, IA 50010
(515) 239-1367

IDOT Office of Program Management
800 Lincoln Way
Ames, IA 50010
(515) 239-1145

Iowa Department of Economic Development
Division of Financial Assistance
200 East Grand Avenue
Des Moines, IA 50309
(515) 281-3982

IDOT District 5 Office
(Washington Co.)
P.O. Box 587
307 West Briggs Avenue
Fairfield, IA 52556
(515) 472-4711

IDOT District 6 Office
(Benton, Cedar, Johnson, Jones, & Linn Co.)
430 16th Avenue South West
Cedar Rapids, IA 52404
(319) 364-0235

Johnson County Council of Governments
Transportation Planning
410 East Washington
Iowa City, IA 52240
(319) 356-5252

Farmer's Home Administration
District 4 Office
P.O. Box 405
312 Cedar Street
Tipton, IA 52772
(319) 886-6006
References


