

REGION V TRANSPORTATION ADVISORY COMMITTEE

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February 27, 2018

Enclosed is Region V's Iowa Transportation Alternative Program (Iowa TAP) application package. This package includes requirements for funding, the application, and defines what types of projects are fundable. You may also download a copy of the application from the MIDAS website www.midascogia.net

The application shall be used to submit a Iowa TAP Project proposal. The application shall also be used to submit revision to projects in the current Regional Transportation Improvement Program (RTIP). Please review the requirements carefully.

For Federal FY 2022 approximately \$880,000 in regional TAP Program funding is available.

The application deadline is **April 13 at 12:00 p.m.** Before submitting an application, please make sure all information is included. Incomplete applications will be rejected.

Projects identified by the region to be included in the regional Transportation Improvement Program are not guaranteed of funding.

If you have any questions, please contact Shirley Helgevold, MIDAS Council of Governments, shelgevold@midascog.net or 515-576-7183 ext. 212.

Sincerely,

Adam Clemons
Chairperson

Enclosure

REGION V's TRANSPORTATION ALTERNATIVE PROGRAM PROJECT QUALIFICATIONS

**These qualifications are additional restrictions/requirements to the Iowa DOT's Iowa Transportation Alternatives Program.*

Eligible Activities

Transportation Alternatives are the only eligible activities in Region V

Eligible projects must meet one or more of these eligibilities and must relate to surface transportation.

1. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized 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 (42 U.S.C. 12101 et seq).
2. 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.
3. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
4. Construction of turnouts, overlooks, and viewing areas.
5. Community improvement activities, which include but are not limited to:
 - a. Inventory, control, or removal of outdoor advertising.
 - b. Historic preservation and rehabilitation of historic transportation facilities.
 - c. Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control.
 - d. Archaeological activities relating to impacts from implementation of a transportation project eligible under this title.
 - e. Streetscaping and corridor landscaping.
6. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - a. Address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in Title 23 sections 133(b)(11), 328(a), and 329; or
 - b. Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

Eligible Applicants and Project Sponsors

The following entities are eligible to apply for TAP program funding:

- Local governments.
- Regional transportation authorities.
- Transit agencies.
- Natural resource or public lands agencies.
- Tribal governments.

- Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or a State agency that the State determines to be eligible).
- A non-eligible project sponsor may partner with an eligible co-sponsor in applying for funds.

Ineligible Activities

- Routine maintenance and operations.
- General recreation and park facilities, playground equipment, sports fields, campgrounds, picnic areas and pavilions, etc.

Eligible Costs

Only certain costs are eligible for reimbursement through the Iowa's TAP program. An obligation of funds occurs when a project is approved and a project agreement is executed between the federal government (FHWA division office) and the Iowa DOT. This is called FHWA authorization. This does not generally occur until a project has cleared a number of steps in the project development process including the execution of a project agreement between the project sponsor and the Iowa DOT. Although considerable time and money may have already been spent developing a project, the obligation of funds upon FHWA authorization marks the beginning of project costs which are eligible for reimbursement. Any costs incurred prior to receipt of a notice to proceed from the Iowa DOT are not eligible for reimbursement.

After obligation and FHWA authorization, many project specific costs are eligible. Preliminary and final engineering work including project development, acquisition of right-of-way, environmental work, cost estimates, construction plans, and architectural work are eligible after approval is granted by the Iowa DOT. Utility relocations as permitted under Iowa Code, construction engineering, and construction costs would also be eligible. Any administrative, maintenance, or general planning studies would not be eligible. Upon award, each project will be assigned a dedicated contact person within the Iowa DOT who will work with the project sponsor through each step of the project development process.

Local Match

TAP program funds may pay for up to 80 percent of eligible project costs or up to the approved grant maximum, whichever is less. A local match is required to pay for 20 percent or more of the remaining project costs.

Project must have a minimum estimated total cost of \$100,000.

There are significant federal project processing requirements that come with federal funds. These requirements translate into expenditures of time and money on the parts of both the sponsoring entity and Iowa Department of Transportation. Project sponsors can "Bundle" projects together to meet this minimum. Entities may want to consider using joint powers agreements for implementing bundled projects, although it is not required as long as there is one lead entity to sponsor the project.

Funds requested must be at least 50 percent of the total costs of the project.

In order to offset the administrative costs caused by the federal project processing requirements federal funds requested must be at least 50 percent of the total project costs unless waived by the Region V Transportation Advisory Committee (RTAC)

Projects must be consistent with the regional Long-Range Transportation Plan.

All projects included in the areas Transportation Improvement Program and funded by TAC funds must be consistent with Region V's Long Range Transportation Plan.

Regional Priorities

- Land procurement should be a priority for all proposed trails. Projects that have already acquired the land needed for development have higher priority. (Units of government should secure the land when it becomes available through a local or statewide foundation which will then be ready when regional acquisition and development money is available.)
- Projects included in the State Trails Plan and/or the Region V Bicycle, Trails and Pedestrian Plan have higher priority.
- Projects should have connectivity to other recreational areas (i.e. another trail, a park, etc.)
- Trails that extend existing trails and are connecting to trails listed in the State Trails Plan and/or Region V Trails Plan have higher priority.
- Loop trails within a city or park area should have lower priority.
- Projects that are ready to “go”, to be constructed have higher priority.

Ranking Criteria for Transportation Alternative Projects

The following are factors that will be considered when ranking of enhancement projects for the transportation improvement program.

- Accessibility to the public
- Appropriateness of project concept, design or phasing
- Compatibility with adjacent land use
- Connectivity to existing facilities
- Cost in relation to public benefit
- Environmental and social impacts
- Inclusion in a state, regional, or local plan for trails projects must be in the Region V Bicycle, Trails and Pedestrian Network Plan (for trails projects only)
- Level of local support
- Predicted usage
- Relationship to transportation facilities

SUBMISSION INSTRUCTIONS

All applications are to be submitted electronically to:

shelgevold@midascog.net

Applications are due by 12:00 p.m. on April 13, 2018. (No exceptions.)

PLEASE NOTE:

- ◆ Submit electronically a scanned copy of the application with original signatures.
- ◆ All parts of the application must be completed and all attachments included or the application will not be considered for funding.
- ◆ Applicants will receive only the amount granted by the Region V Transportation Advisory Committee (TAC) or 80% of the project (whichever is less), unless a revised application is received and approved by the TAC.
- ◆ It is not the intention of the MIDAS staff to complete these applications for the various applicants. However, if there are any questions about the application please call:
Shirley Helgevold
515-576-7183 ext. 212