

RPA-1 – Iowa's Transportation Alternatives Program (Iowa's TAP)

Instructions and Priority Criteria

After an increase in funding targets resulting from the Infrastructure Investment and Jobs Act (IIJA) that was recently signed into law, RPA-1/Upper Explorerland Regional Planning Commission (UERPC) is seeking additional applications for Federal Funding through Iowa's Transportation Alternatives Program (Iowa's TAP).

RPA-1 is expected to have an additional **\$440,000** available, which can be used on new or previously awarded projects in any of the next four federal fiscal years (FFY)—2023, 2024, 2025, and 2026—and in any combination of years, i.e. all funding in a single year, funding divided among two or more years, etc.

Eligible applicants include:

- local governments;
- regional transportation authorities;
- transit agencies;
- natural resource or public land agencies;
- tribal governments;
- any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails

**Under TAP, nonprofits are not eligible as direct grant recipients of the funds. Nonprofits and other non-eligible sponsors may partner with any eligible entity on an eligible TAP project.*

Eligible activities and projects include:

- A. 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.
- B. 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.
- C. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- D. Construction of turnouts, overlooks and viewing areas.
- E. Community improvement activities, including but 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
- F. 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

- reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats
- G. The recreational trails program
- H. The safe routes to school (SRTS) projects, including:
- Infrastructure-related projects (minimum request is \$25,000): 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.
 - Non-infrastructure-related activities to encourage walking and bicycling to school, including public awareness campaigns and outreach to press 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.

The following criteria will apply to the development and letting of construction and/or infrastructure projects:

- 1) Any costs incurred prior to receipt of a notice to proceed from the Iowa DOT are not eligible for reimbursement
- 2) Plans must be developed by a Professional Engineer registered in the State of Iowa.
- 3) Plans must go through the proper review by the Iowa Department of Transportation as outlined by IDOT.
- 4) All Federal guidelines for project development must be followed, for example: environmental impacts, historical impacts, archeological impacts, etc.
- 5) Inspection and documentation of the project construction will be performed as required by the IDOT.
- 6) If Federal funds are to be used for engineering costs, the consultant selection process shall be used as outlined by IDOT.

For the application form and full guidelines on Iowa's TAP, visit:

https://iowadot.gov/systems_planning/Grant-Programs/Transportation-Alternatives

Applications are due by **April 30, 2022**. If you have any questions, please contact Aaron Detter at 563-419-6126, adetter@uerpc.org, or your respective County Conservation Director, as listed below.

Conservation Directors:	Allamakee	Jim Janett	(563) 568-2996
	Clayton	Jenna Pollock	(563) 245-1516
	Fayette	Rod Marlatt	(563) 422-5146
	Howard	Jeff Korsmo	(563) 547-3634
	Winneshiek	Barb Schroeder	(563) 534-7145

Please return the completed application form to:

RPA-1/UERPC Attn: Aaron Detter
 325 Washington Street, Suite A, Decorah, IA 52101
 or via email: adetter@uerpc.org

RPA-1 Priority Criteria for Iowa's TAP Projects

Please provide a narrative for each of the seven questions below. The points available for each question are listed in parenthesis; with a total of 30 points possible.

1. Describe your project in one page or less. (6 points)

Scoring will consider:

- *Clear understanding and description of the project*
- *Project validity, need or merit*
- *Readiness of the project*

2. What other funding sources have you secured or intend to pursue? Provide a timeline for your funding efforts. (5 points)

Scoring will consider whether:

- *funding sources are identified*
- *funding is secured*
- *preliminary project planning is complete*
- *engineering firm has been consulted and/or plans have been initiated*
- *one or more phases is funded and complete*

3. Has your project already gone through a local/county/regional project priority setting process? Is it in a long range plan? Describe local planning efforts or the public input process that was followed and the extent to which adjacent property owners and others have been informed of the proposed project and an assessment of their acceptance (3 points)

Scoring will consider whether the project:

- *has local, regional or statewide significance*
- *has been previously considered as part of a community, school or byway plan (e.g. Comprehensive Plan, Corridor Management Plan, Transportation Plan, Safe Routes to School Plan, Master Plan, Wellness Plan, Park and Recreation Plan, etc.)*
- *has sought sufficient public or other stakeholder input*

4. How will your project demonstrate a benefit to the community, as well as to the region and/or state? (5 points)

Scoring will consider how the project is a:

- *draw for local, regional or statewide users for recreation*
- *draw for local, regional or statewide users for commuting and commerce*

5. How is this project enhancing the existing transportation system or providing an essential element within a larger comprehensive project? (5 points)

Scoring will consider whether the project:

- *has connectivity or ties to larger project*
- *is part of trail system or activity already in place*
- *is part of related development/roadway/paved shoulder project*
- *provides an essential element of project structure*
- *provides "live, work and play" components for a comprehensive project*

6. Describe points of interest to visitors (amenities, sites, viewpoints, etc.) along the way. (3 points)

Scoring will consider whether the project:

- *positively impacts scenic areas or byways*
- *provides off road stops/direct access*
- *provides access to support services, restrooms and rest areas*

7. How does the project benefit the population segments such as children, elderly, low income or disabled persons? (3 points)

Scoring will consider whether the project:

- *has user fees or addresses obstacles for low income persons*
- *supports safe access for kids to use unsupervised/little motor vehicle cross traffic*
- *provides access to rest areas, activities, kiosks for elderly/disabled*