GRANTS.GOV™

Grant Application Package

Opportunity Title:	FY 2010 High-Speed Intercity Passenger Rail (HSIPR) Pro
Offering Agency:	DOT/Federal Railroad Administration
CFDA Number:	
CFDA Description:	
Opportunity Number:	FR-HSR-10-001
Competition ID:	FR-HSR-10-001-011511
Opportunity Open Date:	04/01/2010
Opportunity Close Date:	05/19/2010
Agency Contact:	Jennifer Capps Financial Grants Management Analyst E-mail: Jennifer.Capps@dot.gov Phone: 202-493-0112

This electronic grants application is intended to be used to apply for the specific Federal funding opportunity referenced here.

If the Federal funding opportunity listed is not the opportunity for which you want to apply, close this application package by clicking on the "Cancel" button at the top of this screen. You will then need to locate the correct Federal funding opportunity, download its application and then apply.

This opportunity is only open to organizations, applicants who are submitting grant applications on behalf of a company, state, local or tribal government, academia, or other type of organization.

*** Application Filing Name:** Iowa Department of Transportation

Mandatory Documents

Move Form to Complete

Move Form to Delete

Mandatory Documents for Submission

- Application for Federal Assistance (SF-424)
- Other Attachments Form
- Project Abstract Summary
- Assurances for Non-Construction Programs (SF-42
- Budget Information for Non-Construction Program

Optional Documents

- Disclosure of Lobbying Activities (SF-LLL)

Move Form to Submission List

Move Form to Delete

Optional Documents for Submission

- Attachments

Instructions

1 Enter a name for the application in the Application Filing Name field.

- This application can be completed in its entirety offline; however you will need to login to the Grants.gov website during the submission process
- You can save your application at any time by clicking the 'Save' button at the top of your screen.
- The "Save & Submit" button will not be functional until all required data fields in the application are completed and you clicked on the Check Package for Errors button and confirmed all data required data fields are completed

2 Open and complete all of the documents listed in the "Mandatory Documents" box. Complete the SF-424 form first.

- It is recommended that the SF-424 form be the first form completed for the application package. Data entered on the SF-424 will populate data fields in other mandatory and optional forms and the user cannot enter data in these fields

- The forms listed in the 'Mandatory Documents' box and "Optional Documents" may be predefined forms, such as SF-424, forms where a document needs to be attached such as the Project Narrative or a combination of both. "Mandatory Documents" are required for this application. "Optional Documents" can be used to provide additional support for this application or may be required for specific types of grant activity. Reference the application package instructions for more information regarding "Optional Documents"

- To open and complete a form, simply click on the form's name to select the item and then click on the => button. This will move the document to the appropriate 'Documents for Submission" box and the form will be automatically added to your application package. To view the form, scroll down the screen or select the form name and click on the "Open Form" button to begin completing the required data fields. To remove a form/document from the "Documents for Submission" box, click the document name to select it and then click the <= button. This will return the form/document to the "Mandatory Documents" or "Optional Documents" box

- All documents listed in the 'Mandatory Documents" box must be moved to the "Mandatory Documents for Submission" box. When you open a required form, the fields which must be completed are highlighted in yellow with a red border. Optional fields and completed fields are displayed in white. If you enter invalid or incomplete information in a field, you will receive an error message

3 Click the "Save & Submit" button to submit your application to Grants.gov.

- Once you have properly completed all required documents and attached any required or optional documentation, save the completed application by clicking on the 'Save' button.
- Click on the "Check Package for Errors" button to ensure that you have completed all required data fields. Correct any errors or if none are found, save the application package.
- The "Save & Submit" button will become active; click on the 'Save & Submit" button to begin the application submission process.
- You will be taken to the applicant login page to enter your Grants.gov username and password. Follow all onscreen instructions for submission

OMB Number: 4040-0004
Expiration Date: 03/31/2012

Application for Federal Assistance SF-424

* 1. Type of Submission:	* 2 Type of Application:	* If Revision, select appropriate letter(s):
☐ Preapplication	☒ New	
☒ Application	☐ Continuation	* Other (Specify):
☐ Changed/Corrected Application	☐ Revision	

* 3. Date Received:	4. Applicant Identifier:
05/19/2010	IA-ITRAM Rail-Planning

5a Federal Entity Identifier:	5b Federal Award Identifier:

State Use Only:

6 Date Received by State:	05/19/2010	7 State Application Identifier:	ITRAM Rail Planning App

8. APPLICANT INFORMATION:

* a Legal Name:	Iowa Department of Transportation

* b. Employer/Taxpayer Identification Number (EIN/TIN):	* c. Organizational DUNS:
42-6004226	1205272750000

d. Address:

* Street1:	800 Lincoln Way
Street2:	
* City:	Ames
County/Parish:	
* State:	IA: Iowa
Province:	
* Country:	USA: UNIIED SIAIES
* Zip / Postal Code:	50010-6993

e. Organizational Unit:

Department Name:	Division Name:
Iowa Department of Transportat	Planning,Programming and Modal

f. Name and contact information of person to be contacted on matters involving this application:

Prefix:	Ms.	* First Name:	Tamara
Middle Name:	L		
* Last Name:	Nicholson		
Suffix:	PE		

Title:	Office of Rail Transportation Director

Organizational Affiliation:
Iowa Department of Iransportation

* Telephone Number:	515-239-1052	Fax Number:	515-233-7983

* Email:	tamara.nicholson@dot.iowa.gov

Application for Federal Assistance SF-424

*** 9. Type of Applicant 1: Select Applicant Type:**

A: State Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

*** 10. Name of Federal Agency:**

DOT/Federal Railroad Administration

11. Catalog of Federal Domestic Assistance Number:

CFDA Title:

*** 12. Funding Opportunity Number:**

FR-HSR-10-001

* Title:

FY 2010 High-Speed Intercity Passenger Rail (HSIPR) Program - Planning Grants

13. Competition Identification Number:

FR-HSR-10-001-011511

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

Add Attachment | Delete Attachment | View Attachment

*** 15. Descriptive Title of Applicant's Project:**

Iowa Statewide Iravel Demand Model - Rail Component

Attach supporting documents as specified in agency instructions.

Add Attachments | Delete Attachments | View Attachments

Application for Federal Assistance SF-424

16. Congressional Districts Of:

* a. Applicant: 1-5 | b. Program/Project: 1-5

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment | Delete Attachment | View Attachment

17. Proposed Project:

* a. Start Date: 08/01/2010 | * b. End Date: 03/30/2012

18. Estimated Funding ($):

* a. Federal	400,000.00
* b. Applicant	0.00
* c. State	100,000.00
* d. Local	0.00
* e. Other	0.00
* f. Program Income	0.00
* g. TOTAL	500,000.00

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

[X] a. This application was made available to the State under the Executive Order 12372 Process for review on 04/23/2010

[ ] b. Program is subject to E.O. 12372 but has not been selected by the State for review.

[ ] c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**

[ ] Yes [X] No

If "Yes", provide explanation and attach

Add Attachment | Delete Attachment | View Attachment

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

[X] ** I AGREE

** The list of certifications and assurances or an internet site where you may obtain this list is contained in the announcement or agency specific instructions

Authorized Representative:

Prefix: Mr. | * First Name: Stuart

Middle Name:

* Last Name: Anderson

Suffix:

* Title: Planning,Programming and Modal Div. Director

* Telephone Number: 515-239-1661 | Fax Number: 515-239-1120

* Email: stuart.anderson@dot.iowa.gov

* Signature of Authorized Representative: Amanda Martin | * Date Signed: 05/19/2010

Other Attachment File(s)

*** Mandatory Other Attachment Filename:** certifications_assurances_document.pdf

Add Mandatory Other Attachment | Delete Mandatory Other Attachment | View Mandatory Other Attachment

To add more "Other Attachment" attachments, please use the attachment buttons below

Add Optional Other Attachment | Delete Optional Other Attachment | View Optional Other Attachment

OMB Number: 0980-0204
Expiration Date: 12/31/2009

Project Abstract Summary

Program Announcement (CFDA)

*** Program Announcement (Funding Opportunity Number)**

FR-HSR-10-001

*** Closing Date**

05/19/2010

*** Applicant Name**

Iowa Department of Transportation

*** Length of Proposed Project**

24

Application Control No.

Federal Share Requested (for each year)

*** Federal Share 1st Year**

$ 200,000

*** Federal Share 2nd Year**

$ 200,000

*** Federal Share 3rd Year**

$ 0

*** Federal Share 4th Year**

$ 0

*** Federal Share 5th Year**

$ 0

Non-Federal Share Requested (for each year)

*** Non-Federal Share 1st Year**

$ 0

*** Non-Federal Share 2nd Year**

$ 0

*** Non-Federal Share 3rd Year**

$ 0

*** Non-Federal Share 4th Year**

$ 0

*** Non-Federal Share 5th Year**

$ 0

*** Project Title**

Iowa Statewide Travel Demand Model - Rail Component

OMB Number: 0980-0204
Expiration Date: 12/31/2009

Project Abstract Summary

*** Project Summary**

The iTRAM-Rail Component will add both freight and passenger rail elements component to Iowa's existing travel demand model. Ihe existing model includes the highway system and models only autos and trucks. Ihe proposed planning project adds Iowa's rail system to the model to allow modeling of freight and passenger movements on multiple modes Following completion of the model, the Iowa DOT will use the iTRAM-Rail Component to update the 2009 Iowa Railroad System Plan.

*** Estimated number of people to be served as a result of the award of this grant.**

3000000

OMB Approval No : 4040-0007
Expiration Date: 07/30/2010

ASSURANCES - NON-CONSTRUCTION PROGRAMS

Public reporting burden for this collection of information is estimated to average 15 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0040), Washington, DC 20503.

PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE OFFICE OF MANAGEMENT AND BUDGET. SEND IT TO THE ADDRESS PROVIDED BY THE SPONSORING AGENCY.

NOTE: Certain of these assurances may not be applicable to your project or program. If you have questions, please contact the awarding agency. Further, certain Federal awarding agencies may require applicants to certify to additional assurances. If such is the case, you will be notified.

As the duly authorized representative of the applicant, I certify that the applicant:

1. Has the legal authority to apply for Federal assistance and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project cost) to ensure proper planning, management and completion of the project described in this application.

2. Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.

3. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.

4. Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.

5. Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§4728-4763) relating to prescribed standards for merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 C.F.R. 900, Subpart F).

6. Will comply with all Federal statutes relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps; (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) §§523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§290 dd-3 and 290 ee- 3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

7. Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal or federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases.

8. Will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

9. Will comply, as applicable, with the provisions of the Davis-Bacon Act (40 U.S.C. §§276a to 276a-7), the Copeland Act (40 U.S.C. §276c and 18 U.S.C. §874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§327-333), regarding labor standards for federally-assisted construction subagreements.

10. Will comply, if applicable, with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is $10,000 or more.

11. Will comply with environmental standards which may be prescribed pursuant to the following: (a) institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514; (b) notification of violating facilities pursuant to EO 11738; (c) protection of wetlands pursuant to EO 11990; (d) evaluation of flood hazards in floodplains in accordance with EO 11988; (e) assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§1451 et seq.); (f) conformity of Federal actions to State (Clean Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§7401 et seq.); (g) protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and, (h) protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93-205).

12. Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.

13. Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. §470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§469a-1 et seq.).

14. Will comply with P.L. 93-348 regarding the protection of human subjects involved in research, development, and related activities supported by this award of assistance.

15. Will comply with the Laboratory Animal Welfare Act of 1966 (P.L. 89-544, as amended, 7 U.S.C. §§2131 et seq.) pertaining to the care, handling, and treatment of warm blooded animals held for research, teaching, or other activities supported by this award of assistance.

16. Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.

17. Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and OMB Circular No. A-133, "Audits of States, Local Governments, and Non-Profit Organizations."

18. Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing this program.

* SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL	* TITLE
Amanda Martin	Planning, Programming and Modal Div. Director
* APPLICANT ORGANIZATION	* DATE SUBMITTED
Iowa Department of Transportation	05/19/2010

BUDGET INFORMATION - Non-Construction Programs

OMB Approval No. 4040-0006
Expiration Date 07/30/2010

SECTION A - BUDGET SUMMARY

Grant Program Function or Activity (a)	Catalog of Federal Domestic Assistance Number (b)	Estimated Unobligated Funds		New or Revised Budget		
		Federal (c)	Non-Federal (d)	Federal (e)	Non-Federal (f)	Total (g)
1. N/A	20.319	$	$	$	$	$
2.						
3.						
4.						
5. Totals		$	$	$	$	$

Standard Form 424A (Rev. 7- 97)
Prescribed by OMB (Circular A -102) Page 1

SECTION B - BUDGET CATEGORIES

6. Object Class Categories	GRANT PROGRAM, FUNCTION OR ACTIVITY (1)	(2)	(3)	(4)	Total (5)
	N/A				
a. Personnel	$	$	$	$	$
b. Fringe Benefits					
c. Travel					
d. Equipment					
e. Supplies					
f. Contractual	500,000.00				500,000.00
g. Construction					
h. Other					
i. Total Direct Charges (sum of 6a-6h)	500,000.00				$ 500,000.00
j. Indirect Charges					$
k. TOTALS (sum of 6i and 6j)	$ 500,000.00	$	$	$	$ 500,000.00
7. Program Income	$	$	$	$	$

SECTION C - NON-FEDERAL RESOURCES

	(a) Grant Program	(b) Applicant	(c) State	(d) Other Sources	(e)TOTALS
8.	State Primary Road Fund	$	$ 100,000.00	$	$ 100,000.00
9.					
10.					
11.					
12.	TOTAL (sum of lines 8-11)	$	$ 100,000.00	$	$ 100,000.00

SECTION D - FORECASTED CASH NEEDS

	Total for 1st Year	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
13. Federal	$ 200,000.00	$ 50,000.00	$ 50,000.00	$ 50,000.00	$ 50,000.00
14. Non-Federal	$				
15. TOTAL (sum of lines 13 and 14)	$ 200,000.00	$ 50,000.00	$ 50,000.00	$ 50,000.00	$ 50,000.00

SECTION E - BUDGET ESTIMATES OF FEDERAL FUNDS NEEDED FOR BALANCE OF THE PROJECT

	(a) Grant Program	FUTURE FUNDING PERIODS (YEARS) (b)First	(c) Second	(d) Third	(e) Fourth
16.	N/A	$ 200,000.00	$	$	$
17.					
18.					
19.					
20.	TOTAL (sum of lines 16 - 19)	$ 200,000.00	$	$	$

SECTION F - OTHER BUDGET INFORMATION

21. Direct Charges: 400,000

22. Indirect Charges:

23. Remarks:

ATTACHMENTS FORM

Instructions: On this form, you will attach the various files that make up your grant application. Please consult with the appropriate Agency Guidelines for more information about each needed file. Please remember that any files you attach must be in the document format and named as specified in the Guidelines.

Important: Please attach your files in the proper sequence. See the appropriate Agency Guidelines for details.

1) Please attach Attachment 1	Passenger Rail Current & Fut	Add Attachment	Delete Attachment	View Attachment
2) Please attach Attachment 2	iowa statewide travel demand	Add Attachment	Delete Attachment	View Attachment
3) Please attach Attachment 3	Iowa Statewide Model Rail Co	Add Attachment	Delete Attachment	View Attachment
4) Please attach Attachment 4	org chart_Iowa Statewide Mod	Add Attachment	Delete Attachment	View Attachment
5) Please attach Attachment 5	FY_2010_HSIPR_Planning_Appli	Add Attachment	Delete Attachment	View Attachment
6) Please attach Attachment 6		Add Attachment	Delete Attachment	View Attachment
7) Please attach Attachment 7		Add Attachment	Delete Attachment	View Attachment
8) Please attach Attachment 8		Add Attachment	Delete Attachment	View Attachment
9) Please attach Attachment 9		Add Attachment	Delete Attachment	View Attachment
10) Please attach Attachment 10		Add Attachment	Delete Attachment	View Attachment
11) Please attach Attachment 11		Add Attachment	Delete Attachment	View Attachment
12) Please attach Attachment 12		Add Attachment	Delete Attachment	View Attachment
13) Please attach Attachment 13		Add Attachment	Delete Attachment	View Attachment
14) Please attach Attachment 14		Add Attachment	Delete Attachment	View Attachment
15) Please attach Attachment 15		Add Attachment	Delete Attachment	View Attachment

High Speed Intercity Passenger Rail (HSIPR) Program

Application Form

Planning

Applicants for Planning funds are required to submit this Application Form and other documents as outlined in Section E of this application. Please complete this document and provide any supporting documentation electronically. Supporting documentation should be logically and descriptively labeled. For each question, enter the appropriate information in the designated gray box. If a question is not applicable to your project, please indicate "N/A." If you have questions about the HSIPR program or this application, please contact FRA at HSIPR@dot.gov.

A. Point of Contact and Project Information

(Must be consistent with information provided on applicant's SF 424)

<table>
<tr><td colspan="3">(1) Submitting Agency:
Iowa Department of Transportation</td><td colspan="3">Submitting Agency Authorized Representative Name and Title:
Tamara Nicholson, Director, Office of Rail Transportation</td></tr>
<tr><td colspan="2">Street Address / City:
800 Lincoln Way</td><td>City:
Ames</td><td>State:
IA</td><td>Zip Code:
50010</td><td>Telephone Number: 515-239-1052
Email:
tamara.nicholson@dot.iowa.gov</td></tr>
<tr><td colspan="3">Application Point of Contact (POC) Name and Title (If different):</td><td colspan="3">Application POC Telephone:
Application POC Email:</td></tr>
<tr><td colspan="6">(2) Name(s) of additional States applying (if applicable):</td></tr>
<tr><td colspan="6">(3) Planning Project Name (Please provide a clear, concise, and descriptive name, example "Capital City to Hill Valley Corridor Service Development Plan"):

Iowa Statewide Travel Demand Model - Rail Component</td></tr>
<tr><td colspan="6">(4) Describe the corridor service(s) that is (are) the subject of the Planning Project, including corridor name, endpoints, major intermediate cities, and other characteristics (upload a map if applicable):

??</td></tr>
</table>

(5) Planning Project Abstract (In 3 - 5 sentences, please describe your proposed planning project):

(6) 6a. Total Cost of Planning Project (2010 dollars): **$** 500,000

- Amount Requested from HSIPR Program: $ 400,000

- Non-Federal Match Amount: $ 100,000

6b. Indicate the source, amount, and percentage of matching funds:

Non-FRA Funding Sources	New or Existing Funding Source?	Status of Funding[1]	Type of Funds	Dollar Amount *Should total Non-Federal Amount in above 6a.	% of Total Project Cost	Describe any uploaded supporting documentation to help FRA verify funding source
?	New	Committed		100,000	20	
	New	Committed				
	New	Committed				
	New	Committed				

(7) Which of the following planning activities are proposed to be funded under the HSIPR Program? NOTE: Eligible planning projects for these funds include either 1) State Rail Plans or 2) Passenger Rail Corridor Investment Plans. Applicants seeking to develop a passenger rail corridor investment plan must apply for any necessary work to develop *both* a service development plan and corridor-wide environmental documentation. If the applicant has already completed one of these documents or a component thereof, FRA must have accepted that document as meeting the minimum requirements outlined in Section 2.4.1 of the FY2010 Planning NOFA.

☒ State Rail Plans

☐ Service Development Planning and Service NEPA

☐ Service Development Planning only (Service NEPA already complete)

☐ Service NEPA only (Service Development Planning already complete)

(8) 8a. Describe the service attributes of the Program/Project for which you are planning *(check all that apply):*

[1] Reference Notes: The following categories and definitions are applied to funding sources:

Committed: Committed sources are programmed capital funds that have all the necessary approvals (e.g. legislative referendum) to be used to fund the proposed project without any additional action. These capital funds have been formally programmed in the State Rail Plan and/or any related local, regional, or state Capital Investment Program (CIP) or appropriation. Examples include dedicated or approved tax revenues, state capital grants that have been approved by all required legislative bodies, cash reserves that have been dedicated to the proposed project, and additional debt capacity that requires no further approvals and has been dedicated by the sponsoring agency to the proposed project.

Budgeted: This category is for funds that have been budgeted and/or programmed for use on the proposed project but remain uncommitted, (i.e., the funds have not yet received statutory approval). Examples include debt financing in an agency-adopted CIP that has yet to be committed in their near future. Funds will be classified as budgeted where available funding cannot be committed until the grant is executed, or due to the local practices outside of the project sponsor's control (e.g., the project development schedule extends beyond the State Rail Program period).

Planned: This category is for funds that are identified and have a reasonable chance of being committed, but are neither committed nor budgeted. Examples include proposed sources that require a scheduled referendum, requests for state/local capital grants, and proposed debt financing that has not yet been adopted in the agency's CIP.

☐ Additional Service Frequencies
☐ New Service
☐ Service Quality Improvements
☐ Improved On-Time performance on Existing Route
☐ Increased Average Speeds/Shorter Trip Times
☒ Other *(Please Describe):*

8b. Please provide an overview of the characteristics of the Program/Project for which you are planning, including a description of the types of improvements under consideration, and if applicable, the intercity passenger rail proposal:

(9) What are the anticipated start and end dates for this Planning Project? *(mm/yyyy)*
Start Date: **End Date:**

B. Statement of Work

BACKGROUND

Briefly describe the events that lead to the need for the planning project and the underlying issue that the project will address (less than ½ page).

GENERAL OBJECTIVE

Provide a general description of the planning work to be accomplished through this grant, including project work effort, project study area, and other parties involved. Describe the end-state of the project, and the outcomes that will be achieved as a result of this project.

DESCRIPTION OF WORK

Describe the tasks of the planning project from start to finish. A task 1 – Detailed Planning Project Workplan – shall be included. Under the cooperative agreement, FRA will participate in the project, as described in this Statement of Work, through review draft work products and acceptance of task deliverables. Group the tasks into major and minor components and relate the major components to milestones and deliverables. Address inter-relationships between tasks. Identify the milestones for which FRA review of draft work products is anticipated. (For more detailed studies it may be appropriate for FRA to participate in the development of methodologies.) Address necessary coordination and processes to involve affected parties and the public as appropriate.

PROJECT SCHEDULE

The period of performance for the above work shall be [Project Length in Months], beginning [Month Day, Year] and ending [Project End Date].

PERFORMANCE OBJECTIVES AND DELIVERABLES

The Grantee shall provide FRA with a projected schedule to achieve the deliverables and performance objectives listed below. The Grantee shall achieve these performance objectives in order for the project to be considered complete.

List tasks, including task 1 – Detailed Planning Project Workplan and Schedule, that are required in order to complete the project, as applicable.

1. Detailed Planning Project Work Plan and Schedule
2. [Draft Product #1]

3. [Final Product #1]
4. [Draft Product #2]
5. [Final Product #2]
6. [List more deliverables as necessary]

PROJECT ESTIMATE/BUDGET

Provide an overall cost summary in this section with a detailed description of project costs by element attached as an appendix if needed.

The total estimated cost of the Project is [Total Project Cost $X,XXX,XXX], for which the FRA grant will contribute an estimated [FRA Share XX.XXXX%] of the total cost, but no more than [Total Amount of FRA Award $X,XXX,XXX]. Any additional expense required beyond that provided in this grant to complete the project shall be borne by the Grantee. (See attached budget for additional financial details of the project.)

[Project Title] (FRA Grant)		
Task 1 – Title	$	Cost
Task 2 – Title	$	Cost
Task 3 – Title	$	Cost
Task 4 – Title	$	Cost
[List more tasks as necessary]	$	Cost
Subtotal	$	Cost
Total		
FRA ([XX.XXXX% Same as Above] of project cost):	$	[FRA Share]
Grantee Contribution ([XX.XXXX%] of project cost):	$	[Grantee Match]
Total Project Cost:	**$**	**[X,XXX,XXX]**

PROJECT COORDINATION

List major partners, sub-awardees or sub-grantees that will be implementing this program. In addition, please attach a basic organizational chart as an appendix showing the titles/company name of those with authority to make management decisions and those with direct project management responsibility.

The Grantee shall perform all tasks required for the project through a coordinated process; including as appropriate all railroad owners, operators, and funding partners within the project area. Under the cooperative agreement, FRA will participate in the Project, as described in this statement of work.

- [Host Railroad Name – if applicable]
- [Freight/Passenger Railroad Operator(s) – if applicable]
- [Funding Partners "xDOT", "City of XXX", "Transportation Authority"– if applicable]
- FRA

PROJECT MANAGEMENT

Describe any critical assumptions, special requirements and contingency plans. Provide updated project management plan as an attachment if needed. Describe how the project will be monitored and evaluated for progress.

C. Response to Evaluation Criteria

(1) Potential Transportation and Public Benefits.

Please identify:

For Passenger Rail Corridor Investment Plans:

- The clarity and detail with which the applicant has identified the problem to be addressed by the proposed service;
- The market potential of the corridor being studied, taking into consideration such factors as population, density, economic activity, and travel patterns;
- The potential for the corridor to deliver high-speed and intercity passenger rail service benefits, including ridership, on-time performance, travel time, service frequencies, safety and other factors;
- The potential of the corridor program to promote economic development, including contributions to a sustainable U.S. manufacturing and supply base;
- The potential of the corridor program to enhance energy efficiency and environmental quality;
- The potential of the corridor program to promote interconnected livable communities, including complementing local or state efforts to concentrate higher-density, mixed-use, development in areas proximate to multi-modal transportation options (including intercity passenger rail stations); and
- The consideration of other transportation modes in the planning process.

For State Rail Plans:

- The clarity and detail with which the applicant has identified the problems to be addressed by the State's vision for rail transportation and rail investment program;
- The potential for the State rail plan to lead to passenger and freight rail service benefits, including ridership, on-time performance, travel time, service frequencies, goods movement, safety and other factors;
- The potential of the State rail plan to promote economic development, including contributions to a sustainable U.S. manufacturing and supply base;
- The potential of the State rail plan to enhance energy efficiency and environmental quality;
- The potential of the State rail plan to promote interconnected livable communities, including complementing local or state efforts to concentrate higher-density, mixed-use, development in areas proximate to multi-modal transportation options (including intercity passenger rail stations); and
- The integration of the State rail plan with the planning processes of other transportation modes.

(2) Future Program Viability and Sustainability.

Please identify:

- The likelihood that the final deliverables (Service Development Plan, Environmental Document, or State Rail Plan) will be ready and capable of being implemented;
- The demonstrated commitment of the State and other stakeholders to quickly execute the program once planning is complete;
- The degree to which the planning process meaningfully incorporates input from affected communities, local governments, regional councils and planning organizations, neighboring States, railroads, transportation modal partners, environmental interests, the public and other stakeholders – early and throughout the process;

- The likelihood that the corridor programs being studied can yield measurable service and public benefits in a reasonable period of time;
- The demonstrated ability of the applicant to support the future capital and operating needs of the corridor(s) being studied;
- The thoroughness of the proposed deliverables;
- The quality of proposed methodology and assumptions; and
- The applicant's contribution of a cost share greater than the required minimum of 20 percent.

(3) Project Delivery Approach.

Describe qualifications of the applicant and its key partners to successfully complete the planning activities, including the following information:

- The applicant's financial, legal, and technical capacity to implement the project;
- The applicant's experience in administering similar grants and planning efforts;
- The soundness and thoroughness of the cost methodologies and assumptions, and estimates for the proposed planning activities;
- The reasonableness and timeliness of the milestone and completion schedule;
- The thoroughness and quality of the Statement of Work;
- The timing and amount of the project's future noncommitted investments;
- The comprehensiveness and sufficiency, at the time of application, of agreements with key partners that will be involved in conducting the planning effort; and
- The overall completeness and quality of the application, including the comprehensiveness of its supporting documentation.

D. Optional Additional Information

(1) Please provide any additional information, comments, or clarifications and indicate the section and question number that you are addressing (e.g., Section A, Question 6). *This section is optional.*

(2) Optional Supporting Documents (If you have uploaded documents to *Grants.gov*, please provide document title, filename, and description here):

Document Title	Filename	Description and Purpose

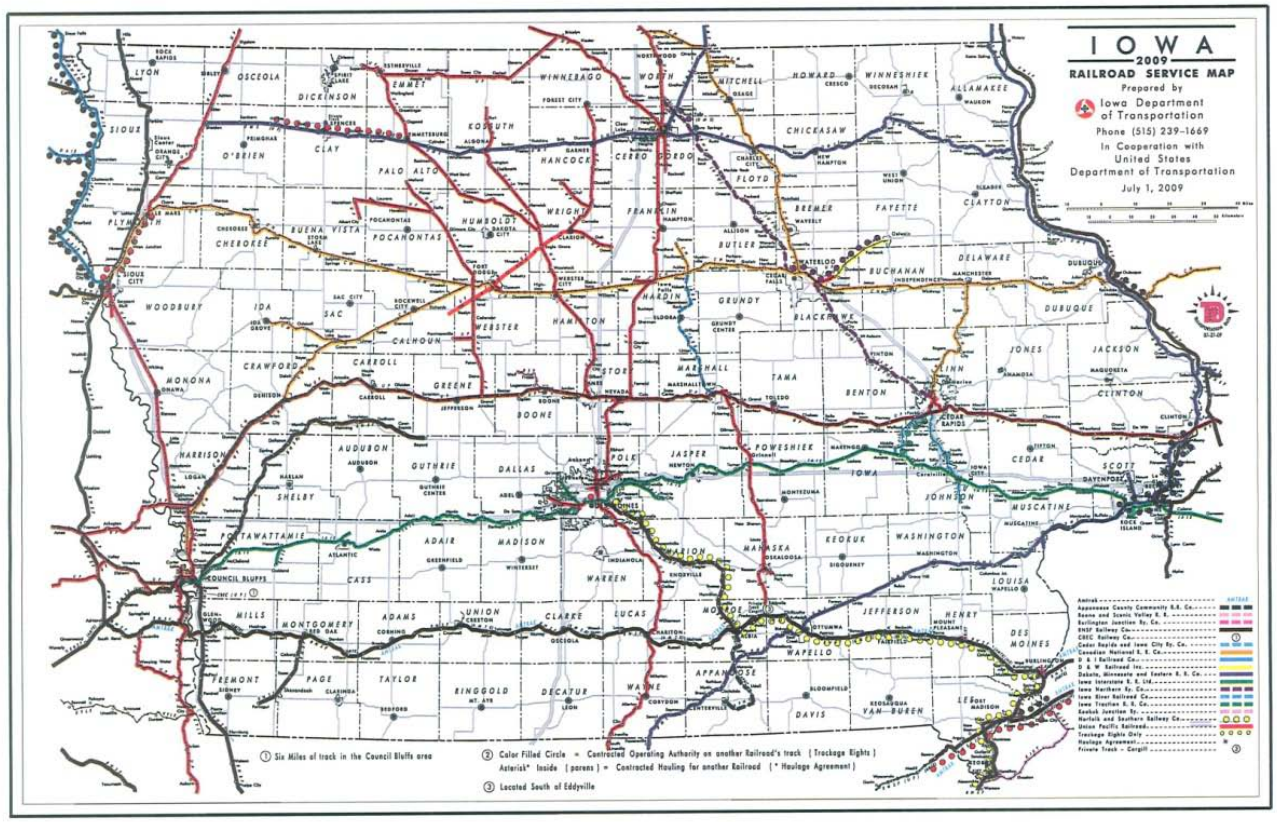
E. Checklist of Application Materials

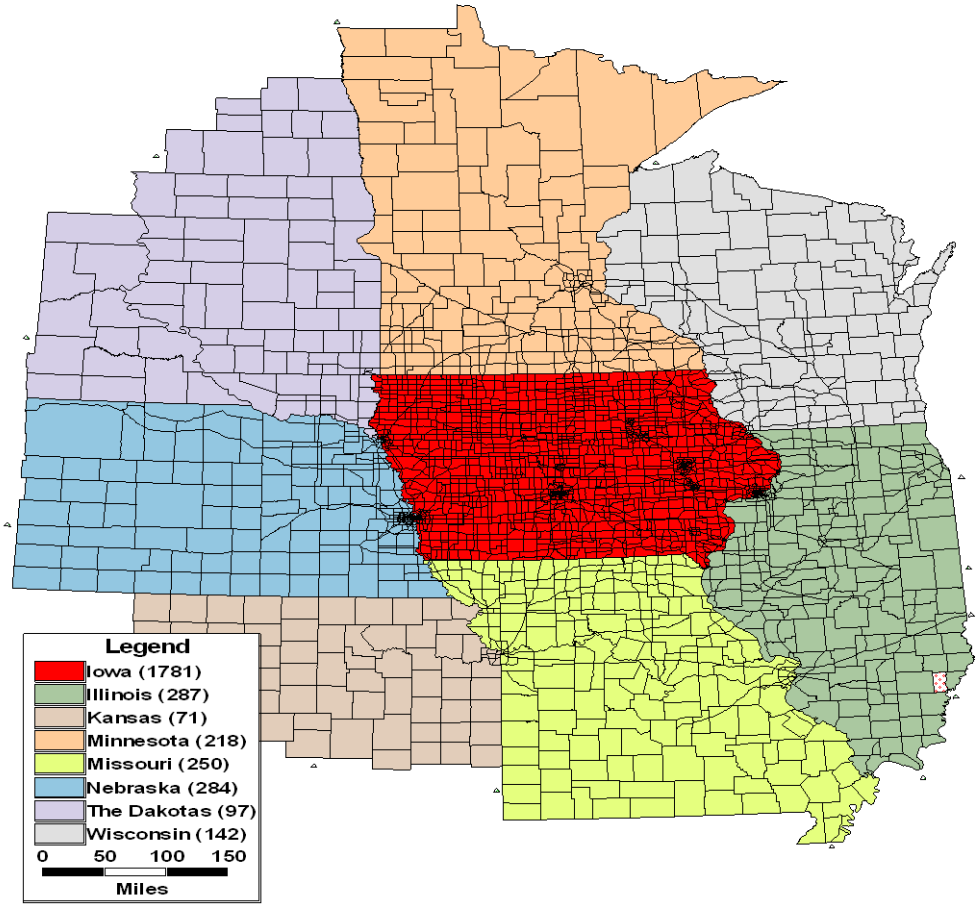
Required Documents	Reference	Description	Format
☒ HSIPR Planning Application Form	FY 2010 Planning NOFA Section 3.3.1.1	This document to be submitted as an attachment through *Grants.gov*.	Form
☒ OMB Standard Forms • SF 424: Application for Federal Assistance • SF 424A: Budget Information-Non Construction • SF 424B: Assurances-Non Construction	FY 2010 Planning NOFA Section 3.3.1.2	Please submit through *Grants.gov*	Form
☒ FRA Assurances Document	FY 2010 Planning NOFA Section 3.3.1.3	May be obtained from FRA's website at http://www.fra.dot.gov/downloads/admin/assurancesandcertifications.pdf. The document should be signed by an authorized certifying official for the applicant. Submit through *Grants.gov*	Form
Optional Supporting Documents	**Reference**	**Description**	**Format**
☐ Map of proposed project area	FY 2010 Planning NOFA Section 3.3.1.1	This document to be submitted as an attachment through *Grants.gov*.	None
☐ Other supporting documents as identified by applicant	FY 2010 Planning NOFA Section 3.3.1.1	This document to be submitted as an attachment through *Grants.gov*.	None

PRA Public Protection Statement: Public reporting burden for this information collection is estimated to average 32 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for this information collection is **2130-0583**.

A (3): Iowa Statewide Travel Demand Model-Rail Component

A (4): a. Following is a map of Iowa's rail system





b. In 2009, the Iowa Department of Transportation (DOT) completed the traffic model that could be used in support of transportation system evaluation in the state. The resulting Iowa Travel Analysis Model (iTRAM) is being used to evaluate the State's transportation system to determine the impacts of current and future highway projects and policy initiatives. The initial phase included the development of a model for Iowa's highway system which included only autos and trucks. The proposed iTRAM-Rail Component, will build on the current model to add the Iowa's rail system and further develop freight and passenger modeling capabilities. The model will include the rail freight network, develop projections about commodity flows throughout the state of Iowa, and develop projections about potential passenger rail travel demand for routes that are identified in the 2009 Iowa Rail System Plan. The outcome of the project will be a model which accurately reflects and projects demand for freight and passenger rail services for Iowa's rail network (as well as surrounding states and regions). Current and future rail movements for freight and passenger travel will be modeled. This essential information

will be used to bring more efficiencies, safety, and intermodalism into Iowa's freight and passenger financial investments; thereby helping Iowa continue as a competitive force in the international marketplace.

Following the completion of the iTRAM-Rail Component, Iowa will have a robust modeling tool in place to use in the update of Iowa's Railroad System Plan. The model will allow Iowa to further refine the state's goals for a multimodal transportation system with more complete analysis of the role of rail in the movement of freight and passengers in Iowa. The model will provide more information for use in updating the 5-year and 20-year rail service and investment program in the state.

The Iowa DOT has a strong history in rail planning and the expansion of iTRAM to include rail is a natural progression of our planning efforts. Iowa's Railroad System Plans have guided the Iowa DOT in its activities of promoting access to rail transportation, helping to improve the freight railroad transportation system, expanding passenger rail service, and promoting improved safety both on the rail system and where the rail system interacts with people and other transportation modes.

The Iowa DOT has been developing railroad transportation plans since the late 1970s. The original plan was prepared in 1978 during a time of crisis in the Iowa railroad system. Several large Iowa railroad carriers had filed for bankruptcy and were reorganizing both their businesses and physical systems. The 1978 plan was a guide for determining which railroad lines the state would partner with to preserve and improve the lines. In the 1970s, 1980s and 1990s, the railroad system mileage in Iowa was reduced from about 8,000 to approximately 4,000 miles, a level that has been fairly stable since that time.

Rail plan updates have been prepared about every five to ten years — in 1985, 1995, 2000 and 2009. The main issues addressed in these plans have evolved over the years.

Plan	**Main area of focus**
1978	Determine future rail lines
1985	Advocate preservation of rail service and safety
1995	Targeted investments
2000	System preservation and commodity flows
2009	Promoting access, safety and economic development, improving passenger rail system
Future Update (following completion of iTRAM-Rail Component)	Refinement of 5-year and 20-year passenger and freight investment plan projects through the use of an extensive statewide Travel Demand Model thereby, improving rail movements, and better modal integration of freight and passenger traffic .

A (5): The iTRAM-Rail Component will add both freight and passenger rail elements component to Iowa's existing travel demand model. The existing model includes the highway system and models only autos and trucks. The proposed planning project adds Iowa's rail system to the model to allow modeling of freight and passenger movements on multiple modes. Following completion of the model, the Iowa DOT will use the iTRAM-Rail Component to update the 2009 Iowa Railroad System Plan.

A (6a): Total cost of planning project (2010 dollars) is $500,000

Amount requested from HSIPR Program is $400,000

Non-federal match amount is $100,000

A (6b):

Non-FRA funding source	New or existing	Status of funding	Type of funds	Dollar amount	% of total project cost	Uploaded supporting documentation
Iowa DOT	Existing	Committed	State Primary Road Fund	$100,000	20%	Iowa's Five Year Transportation Improvement Program 2011--2015

A (7): Applying for STATE RAIL PLAN

A (8a): Service attributes of the project for which we are planning include:

Other – iTRAM-Rail Component will develop freight and passenger data and modeling capabilities to forecast future rail demand, which will provide critical information needed to update Iowa's Railroad System Plan. The Rail Component will provide the capabilities to address:

- Additional service frequencies
- New service
- Service quality improvements
- Improved on-time performance on existing routes
- Increased average speeds/shorter trip times

- Increased freight intermodal connections to emphasize the inherent advantages of each mode (rail, water, truck, air).

- Improved and consistent planning level passenger rail ridership forecasts

A (8b): Overview of the project characteristics.
Iowa has completed the initial development of a Statewide Travel Demand Model (iTRAM). One component that was not included in the model development was the enhanced capability to evaluate and forecast multimodal and intermodal freight and passenger trips. This capability will significantly improve the model's ability to look at modal investment tradeoffs which is essential in alternatives analyses. While the existing model can perform this analysis at a broad level, the proposed enhancement will greatly improve that capability.

The existing iTRAM model will be updated to include an extensive development and use of:

1. Freight movements (truck and rail) into, out of, and through Iowa. This information will be analyzed with freight infrastructure to arrive at a prioritized list of investment needs.

2. Projected passenger rail ridership between Iowa cities and major metropolitan areas outside the state to arrive at a prioritized list of investment needs.

Decision-makers will use the resulting information to make fact-based investment decisions concerning Iowa's freight and passenger rail infrastructure and services.

A (9): Start date is August 1, 2010. End date is December 30, 2011

B. Statement of Work

Background: Iowa has a solid history of planning for rail. These planning activities have traditionally focused mainly on freight railroads, commodities moved, tons carried, and a general assessment of track upgrading needs. Some specific track investment projects have been identified which would improve freight movements. Recently, passenger rail has had an increasing emphasis and priority within this planning arena. Iowa has established a passenger rail vision and general implementation process. Current efforts also include the development of a 10-year passenger rail investment and implementation plan, with emphasis on realistic and attainable projects.

Generally, Iowa has dealt with passenger and freight rail in somewhat different silos. The exciting challenge confronting Iowa now is how to take rail planning to the next level and better integrate freight and passenger rail transportation. Opportunities exist where Iowa's substantial grain, ethanol, machinery, and fertilizer freight could be moved faster, cheaper, safer, and more environmentally sensitive. At the same time passenger rail transportation is occuring in Iowa, and will continue to be an integral part of the State's overall transportation system. More detailed analyses can occur by adding a rail component to Iowa's existing iTRAM model.

General Objective: The Iowa DOT will develop a rail freight and passenger model, which will expand upon the existing Travel Demand Model. Following the completion of the Travel Demand Model-Rail Component, Iowa will have a robust modeling tool in place to use in Iowa's rail planning activities. Iowa DOT will use the Travel Demand Model-Rail Component to update the 2009 Iowa Railroad System Plan.

In 2009, the Iowa Department of Transportation undertook an effort to design and build a traffic model that could be used in support of transportation system evaluation in the state. The resulting Iowa Travel Analysis Model (iTRAM) is being used to evaluate the State's transportation system to determine the impacts of current and future highway projects and policy initiatives. The initial crucial phase included the development of an architecture which ensured that the model would clearly meet the needs of the Iowa DOT. The design and construction of iTRAMs involved:

i. Creation of a traffic analysis zone system

ii. Adaption and refinement of the highway network

iii. Development of the socioeconomic data

iv. Automation of the model sets

v. Development of the model trip tables

vi. Define and building special generators for autos and trucks

vii. Perform base year model validation

viii. Run future year network assignments

ix. Prepare comprehensive documentation

In general, this same procedure will be followed as we develop the rail component of iTRAM. The result will be a model which accurately reflects Iowa's rail network (as well as surrounding states and regions). Current and future commodity rail movements will be modeled as well as passenger rail connections. This essential information will be used to bring more efficiencies, safety, and inter-modalism into Iowa's freight financial investments; thereby helping Iowa to continue as a competitive force in the international marketplace.

The rail component of the model will allow the Iowa DOT to forecast passenger rail ridership along potential corridors. The ridership forecast information is essential in prioritizing the rail corridor projects in order to meet Iowa's vision of developing a passenger rail network that connects Iowans to each other and the country, and make Iowa a more attractive place to live, work, and visit.

Description of Work: The primary tasks in the Travel Demand Model-Rail Component includes the development of both a freight and passenger component of the iTRAM model. It is important to understand that the previous iTRAM model developed passenger trip information/data, but did not split that information/data into specific modes. With the activities included in this project modal split information analysis will need to be conducted. From a freight standpoint, this project will need to establish the freight trip information/data before the mode split analyses can be performed.

Major steps will include:

i. Network Development:
   The initial highway and truck network would be expanded to include the State's freight rail network and would include both the mainline and secondary rail systems.

ii. Commodity Forecast:
   Using the Iowa TransSearch data, an estimate of both base year and future commodities that would be produced, modified, or imported, imported, organized by zones within Iowa, and to specific origin-destination pairs where possible.

iii. Commodity Movements:
   Based on imports and exports of commodities in the Transearch data, a commodity quantification table would be established that converts commodities and goods into carloads, containers, or other standard rail units of production. This will show movement of commodities throughout the model analysis zones.

iv. Convert Commodity Movements into Vehicle Movements:
   Develop commodity movement equivalencies to truck and rail movements.

v. Assign Truck and Rail Trips to Appropriate Network:
   Using the travel demand model, assign the truck and rail trip movement table to the updated/expanded highway/rail network. This model will be coherent with existing rail competition and the likely future rail regulatory environment.

vi. Planning Level Passenger Rail Ridership Forecasting:
   A passenger rail mode split model will need to be developed based on a two-step process. The first step will be refining the city to city long distance trip making characteristics in the model. The second step will be to develop passenger rail mode split based on various factors calibrated to the State of Iowa.

vii. Calibration and Validation of the Integrated Multimodal Model:
   Using vehicle and truck counts and rail passenger trip counts, the supplemented statewide travel demand model will need to be recalibrated to an acceptable level of validity.

Following the completion of the Travel Demand Model-Rail Component, Iowa DOT will use the model to update the 2009 Iowa Railroad System Plan. Funding for the update of the Railroad System Plan is not included as part of this project and is not considered part of the scope of work for this planning project.

Project Schedule: The period of performance for the above work shall be 20 months, beginning August 1, 2010 and ending March 30, 2012.

Performance Objectives and Deliverables:

Detailed Planning Work Plan and Schedule

Work Task	Month 1 thru 5	Month 6 thru 11	Month 12 thru 17	Month 18 thru 20
Task 1.0 Network Development Task Estimated Budget - $130,000				
Task 2.0 Commodity Forecast Task Estimated Budget - $90,000				
Task 3.0 Commodity Movements Task Estimated Budget - $55,000				
Task 4.0 Convert Commodity Movements into Vehicle Movements Task Estimated Budget - $20,000				
Task 5.0 Assign Truck and Rail Movements Task Estimated Budget - $35,000				
Task 6.0 Rail Mode Split Model Task Estimated Budget - $65,000				
Task 7.0 Calibration and Validation of the Integrated Multimodal Model Task Estimated Budget - $105,000				
Total Estimated Budget = $500,000				

Project Estimate/Budget: The total estimated cost of the Project is $500,000, for which the FRA grant will contribute an estimated $400,000 of the total cost, but no more than $400,000. Any additional expense required beyond that provided in this grant to complete the project shall be borne by the Iowa Department of Transportation.

The individual tasks and budget information is outlined in detail in the above section.

Iowa Statewide Travel Demand Model-Rail Component FRA High-Speed Intercity Passenger Rail Program

Total FRA share	$400,000
Iowa Department of Transportation contribution	$100,000
Total Project Cost	$500,000

Project Coordination: Major partners in development of the Iowa Statewide Travel Demand Model-Rail Component will include:

i. Rail and truck freight carriers

ii. Amtrak

iii. Rail and truck shippers (manufacturer firms)

iv. Agricultural industry

v. MPOs and RPAs

vi. Communities along potential passenger rail corridors and throughout the state

vii. 99 counties

viii. Iowa Departments of Economic Development, Aging, Agriculture, Natural Resources, and the Office of Energy Independence

ix. FRA

x. FHWA

xi. Iowa Passenger Rail Association

xii. Iowa Association of Business and Industry

The Iowa Department of Transportation shall perform all tasks required for the project through a coordinated process, involving the FRA in every element.

Project Management: The attached project management plan clearly details and documents the very low risk level associated with the project's delivery within budget, on time, and as designed. The purpose of this thorough and high quality plan is to:

i. Document Iowa DOT's financial, legal, and technical capacity to implement this Program,
ii. Present Iowa's recent experience in administering similar grants and Programs,
iii. justify the soundness and thoroughness of the cost methodologies, assumptions, and estimates for the Project,
iv. Outline the reasonable schedule for Project implementation,
v. Document the sufficiency of system safety and security planning for the Project,
vi. Calculate the amount and timing of the Project's future non-committed investments,
vii. Present the Project's compliance with environmental protection requirements,
viii. Provide copies of comprehensive and sufficient agreements with key partners that will be involved in implementing the Project,
ix. Further justify the Project through the inclusion of significant supporting documentation, and
x. Define the planning responsibilities, relationships, and decision-making processes required to implement the model.

C. Response to Evaluation Criteria

C (1): Potential Transportation and Public Benefits

Iowa has a clear vision for both freight and passenger rail which identifies the key issues facing Iowa's railroad system today. These issues impact Iowa's economic well-being and the safety of Iowa's citizens. The iTRAM-Rail Component will develop methodology for use in evaluation of the State's transportation system to determine the impacts of current and future highway and rail projects and policy initiatives. The proposed iTRAM-Rail Component will build on the current model to add the Iowa's rail system and further develop freight and passenger modeling capabilities.

The primary purpose of the iTRAM-Rail Component is to provide a resource for the Iowa DOT in pursuing actions that maintain and improve railroad transportation in Iowa. The model will assist Iowa in considering rail transportation from an intermodal perspective. Many commodities that move by rail also move by other modes (principally trucks) during part of their journey from origin to destination. The same is true of persons who use rail passenger service to make trips and who must also rely on other modes to access rail service. Therefore, railroads are part of larger intermodal freight and passenger transportation systems.

Railroads are a vital part of Iowa's overall transportation system, helping to move both freight and passengers safely and efficiently. Railroads are absolutely critical for some Iowa freight commodities, including corn, soybeans, chemicals, motor vehicles and other equipment, wood and paper products, minerals and ores, coal, and bio-fuels.

Passenger rail can play a critical role in helping to address the ongoing challenges of unstable energy prices, higher levels of greenhouse gas emissions and the growing mobility needs of Iowans. Without efficient railroad transportation, Iowa's economy would suffer. Maintaining and improving railroad service in Iowa requires a proactive partnership between a number of organizations, including private rail carriers, rail shippers, passengers, the Iowa DOT, other state and federal agencies, and local governments.

Key issues for Iowa's railroad system today and tomorrow

An important part of this project will involve using the iTRAM-Rail Model Component to help address current and emerging rail issues. The issue identification process is important because it allows the Iowa DOT and other railroad stakeholders to focus their efforts and partnerships on critical issues impacting the future of Iowa's railroad system. This process will include obtaining issues from metropolitan planning organizations (MPOs), regional planning affiliations (RPAs), railroads, and through focus group meetings.

A number of issues have been determined by Iowa railroad stakeholders as critical. These issues will need to be addressed cooperatively by the public and private sectors over the next decade to continue to make railroad transportation effective in meeting Iowa's transportation needs. While these are not the only issues important to consider, they are the ones that likely have a large impact on the goals of safety, efficiency and quality of life. These goals are consistent with the State Transportation Plan (which is the statewide multi-modal planning document) goals. The plan also identifies specific railroad investment actions needed to address these issues. These issues include, but are not limited to, the following.

Key issues

Both freight and passenger

- Improving the security of the Iowa rail network
- Increasing funding availability from state, federal and private sources
- Increasing safety at highway-railroad crossings

Freight

- Increasing rail capacity to meet current and future demand
- Increasing rail access to accommodate business and industries considering locating or expanding in Iowa
- Upgrading branch lines to handle increasingly heavier rail cars

Passenger

- Sustaining current passenger rail service on Amtrak long-distance service
- Expanding intercity passenger rail service to serve Iowa's population centers

Both freight and passenger

Improving the security of the Iowa rail network

Like other portions of the United States' transportation system, the railroad system is extensive and largely open in terms of access. It is obvious that the transportation system is vulnerable to terrorist attacks. Improved security of key assets in the railroad transportation system is a high priority.

Increasing funding availability

Iowa businesses and communities will benefit from the economic advantages that rail transportation can provide. Access to rail lines can lower costs and open new markets for business, as well as promote

new growth and economic development. Railroads invest in improving the basic rail infrastructure to attract new customers, increase revenues and increase the capacity of Iowa's rail system.

A public-private partnership is needed to fill the rail infrastructure needs now and in the future. The investment needed to build rail infrastructure is capital intensive with a mile of new rail line costing between $1 and $3 million. Over the years, the investment made by the railroads has been supported in various ways by the public sector. Continuing that partnership today will build on the past to create a vibrant future for rail transportation in Iowa. Increase public and private funding for both freight and passenger rail will be needed to keep Iowa competitive in the national and global marketplace. The demand for rail investment financial assistance continues to grow.

Freight

Increasing rail capacity to meet current and future demand

Freight traffic moving east and west through Iowa is growing in all modes of transport. The rail-related increase is mainly a result of growing coal traffic and increasing amounts of container freight moving from west coast ports through Iowa to Chicago and beyond. Truck traffic on Interstate 80 is growing at a rate that will require a $1 billion or more investment in highway capacity over the next 20 years. Similarly, the UP's east-west main line from Clinton to Council Bluffs, and BNSF's lines in Iowa are operating at or near capacity in terms of trains per day. These railroad corridors run parallel to the I-80 corridor. Increased capacity is needed soon at the 100-year-old UP Clinton/Fulton bridge crossing, and along parts of the BNSF's and UP's main lines. Investment in rail could relieve congestion on I-80 and other major freight-carrying highways in Iowa.

As the price of petroleum has risen, coal has taken on an increasingly vital role in meeting energy needs in Iowa and elsewhere. As a result, coal freight traffic continues to increase dramatically. This is especially true of high-quality, low-sulfur coal that comes from the coal fields in the western United States. There are several large coal-fired power plants that are scheduled to come online in Iowa over the next five years, and others have been planned or proposed in the region. This will inevitably lead to growth in coal traffic through Iowa. Selected rail lines will need to be upgraded to serve the new coal-fired electric generating facilities and resulting coal train traffic.

Freight traffic is increasingly international in nature. Although the Iowa DOT's main focus should be and must be promoting and improving the rail system within Iowa, access to and from Canada, Mexico and deep-water ports, such as Los Angeles and Long Beach in Southern California, is increasingly important to Iowa's economy as trade with China and the rest of Asia expands. Additional deep-water ports are being constructed on the west coast of Canada and Mexico to serve trade demand, and Iowa needs to be in a good position to access these facilities.

Increasing rail access to accommodate business and industries considering locating or expanding in Iowa

Ethanol, biodiesel and other types of value-added industries are changing the nature of freight flow in

Iowa. Plants for ethanol and biodiesel processing have been built rapidly in Iowa, and the state is quickly developing a large bio-economy. About one-fifth of Iowa's 2006 corn harvest was used to make ethanol, and experts think this could grow to 40 percent within 10 years.

Soy biodiesel production is ramping up a bit more slowly. Outbound raw grain will decline as a result, both by rail and water. Also, short hauls of grain by rail are increasing. Outbound rail products will increasingly include liquid bio-based fuels, as well as other products of value-added agriculture, such as food products, animal feed products, and chemicals. Many of these products, particularly bio-based fuels and residual chemicals, will still move by rail. However, the freight will be carried in trains made up of tank cars rather than in trains made up of covered hopper cars. Some byproducts, such as animal feed, will be moved shorter distances in trucks.

Manufacturers of other commodities, including wind turbines, are also looking to locate along a rail line in Iowa. These developments may result in major changes to freight traffic in some parts of Iowa and may lead to changes in the infrastructure needed.

Upgrading branch lines to handle increasingly heavier rail cars

Iowa has hundreds of miles of rail lines, mainly lighter-density branch lines and some lesser-used main lines that are unable to carry the size and weight of railroad equipment that have recently become standard in the industry. This makes it difficult for railroads to operate efficiently. Strategic investments in select low-capacity rail lines are needed to ensure that Iowa's rail system can continue to move freight safely and efficiently. These investments will likely be made through partnerships between Iowa's rail carriers, shippers, communities, and the public sector.

Passenger

Sustaining current passenger rail service on Amtrak long-distance service

The key challenges facing Iowa's long-distance rail passenger service today are the amount and quality of service on the national routes. Iowa's current long-distance service is infrequent, with only one train per day in each direction across the state, and the service suffers from on-time performance issues. The key issues can be summarized as follows:

National system

- Maintaining Iowa's connection to Amtrak's national passenger rail system
- Sustainable funding at the federal level for the national system
- On-time performance improvements
- Low frequencies

- Providing transportation connections between the long-distance service and populated areas of Iowa

Expanding intercity passenger rail service to serve Iowa's population centers

Recent increases in energy costs have revived interest in developing a regional network of fast, reliable passenger service in Iowa connecting to Chicago and other regional hubs in the Midwest. Corridor passenger trains are the most efficient type of passenger rail service that could be developed, and such services could be competitive with both air service and use of personal vehicles. This is a key focus issue for Iowa and a number of nearby states. Regional cooperation and public support is necessary to develop an effective intercity passenger rail service. The key issues can be summarized as follows.

Intercity service

- Expanding passenger rail service in Iowa to include intercity service to major population areas and regional service to the Midwest
- Sustainable funding at the state and federal levels for operating support and capital needs
- Acceptance that passenger rail will need operating subsidies and capital funding
- Providing service competitive in time with personal vehicle travel
- Cultural change in how people view passenger rail
- Providing transportation connections between rail and transit and air
- Capacity on shared tracks with freight railroads must be maintained

Commuter service

- Sustainable funding at the local and state levels for operating support and capital needs
- Acceptance that passenger rail will need operating subsidies and capital funding
- Providing service competitive in time with personal vehicle travel
- Providing transportation connections between rail and transit

The investment actions will be developed from the public input received through the Iowa DOT's extensive public outreach efforts, as well as Iowa DOT planning studies, reports and plans; and an analysis of Iowa's demographic trends, movement of people and goods, and condition of the transportation system. These actions will build upon those identified in the state's transportation plan

and support the goals.

C (2): Future Program Viability and Sustainability

The final deliverables will definitely be completed within this designated time schedule. Iowa has financially committed funds to match the FRA grant funds.

The Iowa DOT has extensive experience in developing and using the Travel Demand Model. The addition of the Rail Component is a planned expansion of the model. Iowa DOT staff are using the current iTRAM model for numerous highway projects and have used it in order to provide passenger demand estimates for use in the development of Iowa's 10-year investment and implementation plan for passenger rail.

The Iowa DOT has established a multidisciplinary project team for the development of the Iowa iTRAM-Rail Component. A Project Management Team (PMT) has been established for the Project. The PMT will meet monthly to discuss project development and issues that need resolution. In addition, daily internet communications, conference calls, and small group meetings will be utilized to address any items that need immediate attention. The Project Manager Phil Mescher (Office of Systems Planning) has several years of relevant experience working on numerous projects in the areas of transportation planning and led the first phase of the iTRAM from 2007-2009.

Iowa is facing a challenge which has the potential to significantly change the look and function of our State's passenger and freight transportation system. Iowa is literally at the tipping point for major changes in how people move. The Legislature has formally committed substantial funding for passenger rail; Iowa has an ongoing partnership with Illinois: federal funding is available; and Iowans throughout the state are passionate and dedicated to expanding passenger rail services. Freight movements are the backbone of Iowa's economic future. Opportunities for improving freight intermodal connections, improving efficiencies, and lowering rates are right in front of us today. We need to take advantage of these positive implications through the development of the iTRAM-Rail Component and structuring of a 5-year and 20-year passenger and freight investment plan.

C (3): Project Delivery Approach

The Iowa DOT has established a multidisciplinary project team for the development of the iTRAM-Rail Component. The organizational and management structure has been established with defined responsibilities that support an effective decision-making and management process. Appropriate lines of communication and coordination have been established at various levels. Project management will provide a high quality project, within budget, and on schedule. A Project Management Team (PMT) has been established to manage the scope of the Project. The Project Manager (Phil Mescher) will lead the PMT. Representatives from throughout the Iowa DOT and regional planning staff will have primary responsibility for PMT activities associated with the project. The extent of each individual's involvement with the project will vary. This team consists of representatives from several internal Iowa DOT offices, FRA, Metropolitan Planning Organizations, and a consultant (if needed). A subset of the PMT provides the day-to-day management of the project and is charged with developing a quality, constructible project. The role of the PMT is to evaluate the project, identify issues and develop solutions collaboratively and collectively, provide continuous guidance and ownership, establish an appropriate

schedule, keep the Program on time and within budget throughout the development process, build on previous work, identify project resource needs and work with Iowa DOT managers to schedule those resources when needed, develop the project from the bottom up, with the goal of zero rework. The PMT will meet monthly to discuss project development and issues that need resolution. In addition, daily internet communications, conference calls, and small group meetings will be utilized to address any items that need immediate attention. Iowa DOT policies and procedures clearly establish the guidelines for conducting consultant planning work.

Iowa Statewide iTRAM-Rail Component

Project Management Plan

May 2010

Iowa Department of Transportation

1. Introduction

This Project management plan clearly details and documents the very low risk level associated with the Project's delivery within budget, on time, and as designed. The purpose of this thorough and high quality plan is to:

a. Document Iowa DOT's financial, legal, and technical capacity to implement this Project,
b. Present Iowa's recent experience in administering similar grants and Programs,
c. Justify the soundness and thoroughness of the cost methodologies, assumptions, and estimates for the Project,
d. Qualify the adequacy of Iowa DOT's completed planning work in relation to assessing and managing the proposed Project's planning risks,
e. Outline the reasonable schedule for Project implementation,
f. Document the sufficiency of system safety and security planning for the Project,
g. Calculate the amount and timing of the Project's future non-committed investments,
h. Present the Project's compliance with environmental protection requirements,
i. Further justify the Project through the inclusion of significant supporting documentation.

2. Program Description and Scope of Work

The Iowa Statewide iTRAM-Rail Component (Project) is a major undertaking by the Iowa Department of Transportation (Iowa DOT). The purpose of the Project is to Iowa has a solid history of planning for rail. These planning activities have traditionally focused mainly on freight railroads, commodities moved, tons carried, and a general assessment of track upgrading needs. Some specific track investment projects have been identified which would improve freight movements. Recently, passenger rail has had an increasing emphasis and priority within this planning arena. Iowa has established a passenger rail vision and general implementation process. Current efforts also include the development of a 10-year passenger rail investment and implementation plan, with emphasis on realistic and attainable projects.

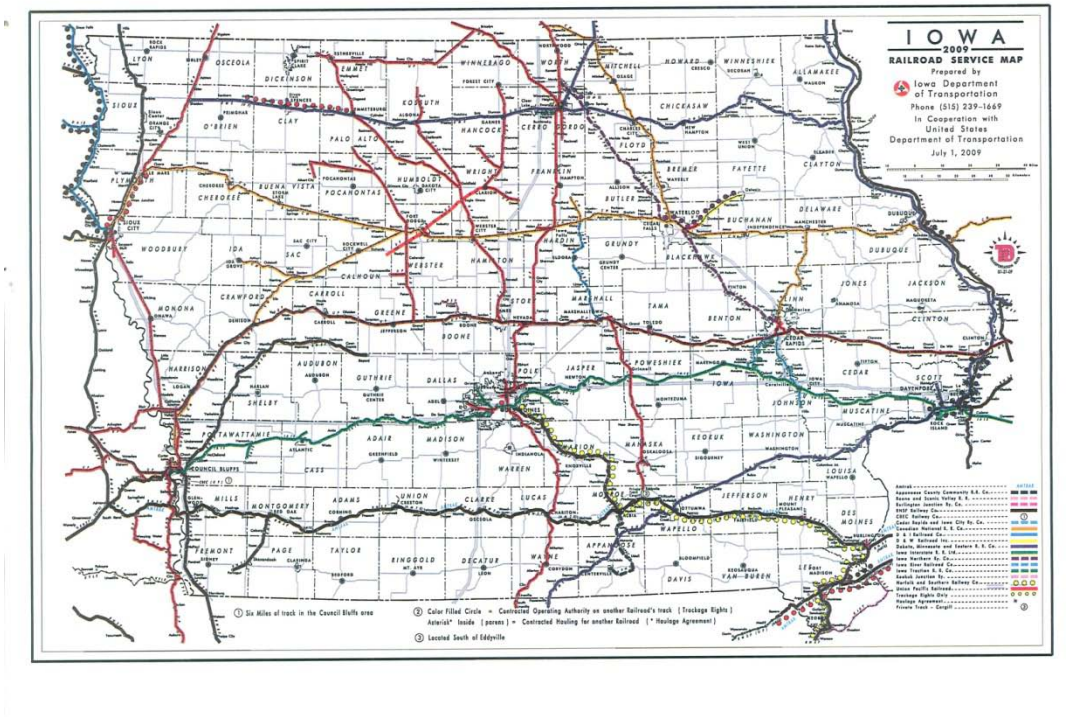
Generally, Iowa has dealt with passenger and freight rail in somewhat different silos. The exciting challenge confronting Iowa now is how to take rail planning to the next level and better integrate freight and passenger rail transportation. Opportunities exist where Iowa's substantial

grain, ethanol, machinery, and fertilizer freight could be moved faster, cheaper, safer, and more environmentally sensitive. At the same time passenger rail transportation is happening in Iowa, and will continue to be an integral part of the State's overall transportation system. More detailed analyses can occur by adding a rail component to Iowa's existing iTRAM model.

iTRAM-Rail Component will develop freight and passenger data and modeling capabilities, which will provide critical information needed to update Iowa's Railroad System Plan. The Rail Component will provide the capabilities to address:

- Additional service frequencies
- New service
- Service quality improvements
- Improved on-time performance on existing routes
- Increased average speeds/shorter trip times
- Increased freight intermodal connections

Iowa's existing rail system is shown in the following map.



3. Goals and Objectives

The goal of this Project Management Plan (PMP) is to demonstrate how the Project will be managed throughout the development process. This plan is intended to provide a useful tool for the Project team to use to oversee the development of the iTRAM-Rail Component. Iowa DOT will use this model to help guide the investment decisions for passenger and freight rail within Iowa for the next 5-year and 20-year periods.

4. Project Organizational Chart, Roles, and Responsibilities

The Iowa DOT has established a multidisciplinary Project Management Team for the development of the iTRAM-Rail Component. The organizational and management structures have been established with defined responsibilities that support an effective decision-making and management process. Appropriate lines of communication and coordination have been established at various levels.

Project management will strive to address and resolve all Project matters in a thorough, professional, and timely manner with shared objectives of providing a high quality iTRAM-Rail Component within budget, and on schedule.

Project Management Organization Chart

Project Management Team

A Project Management Team (PMT) has been established for the Project. This team consists of representatives from several internal Iowa DOT offices, FRA, and a consultant team. The PMT provides the day-to-day management of the Project and is charged with developing a quality iTRAM-Rail Component. The role of the PMT is to:

a. Provide continuous guidance and ownership;
b. Establish an appropriate schedule;
c. Keep the Project on time and within budget throughout the development process;
d. Build on previous work;
e. Identify resource needs and work with other Iowa DOT managers to schedule those resources when needed; and

The PMT will meet monthly to discuss Project development and issues that need resolution. In addition, daily internet communications, conference calls, and small group meetings will be utilized to address any items that need immediate attention.

The Project Manager (Phil Mescher) will lead the PMT. Representatives from the offices listed below have primary responsibility for PMT activities associated with the Project. The listing includes both key offices and as needed specialists and advisors. The extent of each individual office's involvement with the Project will vary and depends on the needs as determined by the Project Manager.

Title	Primary Responsibilities
Project Manager (Phil Mescher)	The Project Manager performs administrative and managerial functions in formulation, development, implementation, and evaluation of important policy, budgetary, and organization components pertaining to the Project. The Project Manager will manage the Project development through the PMT. The Project Manager is responsible for updating the Project PMP.
Iowa DOT Office of Systems Planning (Craig O'Riley)	This office will be responsible for providing a link between the iTRAM-Rail Component model and Iowa's rail planning activities.
Iowa DOT Office of Rail Transportation (Amanda Martin)	This office is responsible for providing assistance for the development and maintenance of a safe, efficient, and economically viable passenger and freight rail system that meets transportation demands from the Project.
Iowa DOT Office of Program Management	This office will program the federal funds received from FRA.
Iowa DOT Attorney General's Office	Consultant legal documents and agreements will be the responsibility of this office.

5. Project Phases

Development of the Iowa Statewide iTRAM-Rail Component model will be conducted in one phase covering a 20 month period.

Procurement and Contract Management

The consultant selection process will follow Iowa DOT policies and procedures. Any future consultant work will follow the same procedures. All contract management for the Project will be handled by the Project Manager.

6. Project Reporting and Tracking

Planning

All Project reporting is handled at the PMT level. Each office reports continually on progress and issues that may need to be addressed.

Costs

The planning costs will be reported and monitored on a weekly basis in order to ensure that the Iowa Statewide iTRAM-Rail Component will be completed on schedule and within budget.

Schedule

The status of the Project will be monitored by the Project Manager on a daily basis.

Quality Management

The Project Manager will be responsible for development of a high quality document for Iowans.

Communications

Successful Project management requires effective communications between all parties. Critical communications including regular coordination meetings and public meetings will be documented and distributed to all parties. The distribution of these reports will include appropriate staff responsible for monitoring the Project.

7. Project Management Controls (Cost, Schedule, Misc.)

Cost and schedule control constitute two key elements contributing to the success of the Project. Each involved Iowa DOT office is responsible on a day-to-day basis for keeping their part of the Project on schedule and within budget. Each office works together in coordination to ensure key schedule milestones are met and identify scope changes that affect schedule and cost.

Risk Management Plan

The Iowa DOT has completed a preliminary screening of potential risks for the Project. Based on the screening, it was determined that there is minimal risk on this Project for the following reasons:

- The Project has broad public, community and political support.

- The Project has the support and encouragement of interested parties throughout Iowa

- The Project will work closely with railroad carriers and shippers in Iowa.

- The Project is a critical input to passenger and freight rail investments in Iowa.

Project Scope Management Plan

Planning

It is the responsibility of the Project Manager, in coordination with the PMT, to manage the scope for the Project. During the development of the Iowa Statewide iTRAM-Rail Component, it is the PMT's responsibility to approve or not approve any changes to the scope of work. It is the Project Coordinator's responsibility to ensure that the planned scope of work is completed on time, or adjust the schedule as appropriate.

Scheduling Process

The current schedule was developed through discussions with the various Iowa DOT offices who would be involved in development of the Iowa Statewide iTRAM-Rail Component.

Partnering

Planning

During the development of the Iowa Statewide iTRAM-Rail Component, an extensive outreach program has been established. Major partners will include:

i. Rail and truck carriers

ii. Amtrak

iii. Rail and truck shippers (manufacturer firms)

iv. Agricultural industry

v. MPOs and RPAs

vi. Communities along potential passenger rail corridors and throughout the state

vii. 99 counties

viii. Iowa Departments of Economic Development, Aging, Agriculture, Natural Resources, and the Office of Energy Independence

ix. FRA

x. FHWA

xi. Iowa Passenger Rail Association

xii. Iowa Association of Business and Industry

Conflict Resolution Procedures

In the event that there is conflict on the Project and the issue cannot be resolved during the coordination meetings, steps will be taken to resolve any conflict. These steps are designed to proactively communicate and efficiently resolve all conflicts.

a. All conflicts and issues are intended to be addressed by those most closely involved with the work on the Project. If the issue is not resolved immediately, the issue should move to the next step.
b. An unresolved issue will be referred to the Project Manager.

8. Quality Assurance/Quality Control

Iowa DOT will utilize quality assurance throughout the development of the Iowa Statewide iTRAM-Rail Component. Throughout the planning process, it is necessary to keep the PMT informed of Project activities.

9. Environmental Protection

An essential element of the Iowa Statewide iTRAM-Rail Component will be sensitive consideration of the environment, including water, air, wetlands, and wildlife.

10. Safety and Security

Iowa DOT is committed to maintaining the safety and health for staff and consultants throughout the planning activities.

11. Project Communication (Media and Public Involvement)

The purpose of this section is to establish the policy and procedures for identifying, facilitating, and documenting community relations activities for the Project.

Responsibilities

Iowa DOT has primary responsibility for community relations during development of the Iowa Statewide iTRAM-Rail Component. Iowa DOT will attend and lead public meetings and coordinate with media personnel on public involvement issues. Iowa DOT is also responsible for approval of public information and news releases.

Contact with the Public

When direct contact is made with the public affected by the Project, the Project Manager will be informed in the form of a verbal reference or a memorandum. Information includes the contact's full name, address, telephone number, email address, and a brief statement of the reason for the contact. Appropriate contacts, requests for information, or questions of a detailed nature are coordinated with the Project Coordinator to avoid speculation or inaccuracies.

Media

All media requests received by Project personnel are referred to the Project Manager. All Project personnel should handle contact with the media in a courteous manner.

12. Civil Rights Program

Iowa DOT has prepared a disadvantaged business enterprise (DBE) program. Iowa takes affirmative action to ensure that DBEs have the maximum opportunity to obtain contracts for planning services. Employees are prohibited from unlawful discrimination, discriminatory harassment and sexual harassment. Employees are educated in their responsibilities for equal employment opportunity and affirmative action.

It is Iowa's goal that DBEs have full opportunity to participate in the Project.

13. Closeout Plan

Any potential consultant contracts will be closed out in accordance with standard Iowa DOT policies and procedures. Acceptance of the Project is based on compliance with the contract requirements. The Project Manager is responsible for making this determination. Upon formal written acceptance that the Project has been completed in accordance with the requirements, overall responsibility for the completed Project will reside with the Iowa DOT.

14. Project Documentation

Iowa DOT will maintain the official Project record through development of the Project. Iowa DOT also maintains an electronic records management system (ERMS) that is utilized to store Project development records. At the close of a Project, the Project will be archived and all final planning reports and documents will be stored in the ERMS system.

Executive Endorsement

The Iowa Department of Transportation in conjunction with the Federal Railroad Administration has developed this Project Management Plan for the Iowa Statewide iTRAM-Rail Component.

The Iowa Department of Transportation recognizes this document as the overall plan of the general description of the management procedures and processes for planning. The plan will be evaluated throughout the life of the Project and revisions will be incorporated as needed to meet the Project's goals.

_____

Tamara Nicholson, Director
Office of Rail Transportation
Iowa Department of Transportation

IOWA
2010
PASSENGER RAIL SERVICE

Prepared by

Iowa Department of Transportation

Phone (515) 239–1669

In Cooperation with United States Department of Transportation

July 1, 2010

10 0 10 20 30 40 Miles

10 0 10 20 30 40 50 Kilometers

TRANSPORTATION DATA 07-22-09

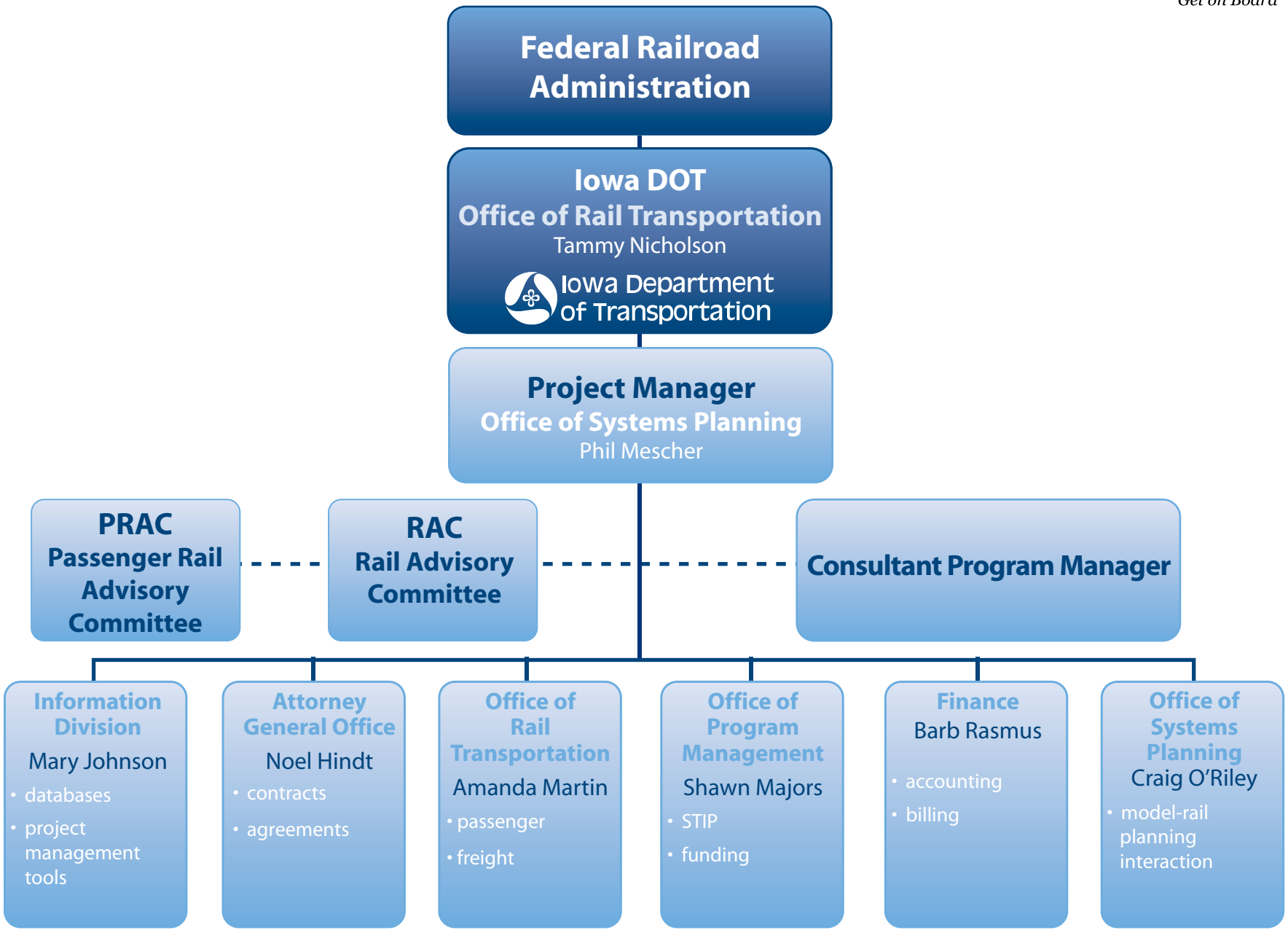
PASSENGER SERVICE

Current Service

Future Service

Current Station

Project Management Team



U.S. Department of Transportation
Federal Railroad Administration

Certifications Regarding Debarment, Suspension and Other Responsibility Matters, Drug-Free Workplace Requirements and Lobbying

PART A: Certification Regarding Debarment, Suspension and Other Responsibility Matters – Primary Covered Transactions (Pursuant to 2 CFR Part 180)

(1) The grantee certifies to the best of its knowledge and belief, that it and its principles:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this application been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal of State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application had one or more public transactions (Federal, State or local) terminated for cause or default.

(2) Where the grantee is unable to certify to any of the statements of this certification, he or she shall attach an explanation to this application

PART B: Certification Regarding Drug-Free Workplace Requirements (Pursuant to 49 CFR Part 32)

A The grantee certifies that it will or continue to provide a drug-free workplace by:

(a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;

(b) Establishing an ongoing drug-free awareness program to inform employees about—
(1) The dangers of drug abuse in the workplace;
(2) The grantee's policy of maintaining a drug-free workplace;
(3) Any available drug counseling, rehabilitation, and employee assistance programs; and
(4) The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace;

(c) Making it a requirement that each employee to be engaged in the performance of the grant be given a copy of the statement required by paragraph (a);

(d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
   (1) Abide by the terms of the statement; and
   (2) Notify the employer in writing of his or her conviction for a violation of criminal drug statute occurring in the workplace no later than five calendar days after such conviction;

(e) Notifying the agency in writing, within ten calendar days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction. Employers of convicted employees must provide notice, including position title, to every grant officer on whose grant activity the convicted employee was working, unless the Federal agency has designated a central point for the receipt of such notices. Notice shall include the identification number(s) of each affected grant;

(f) Taking one of the following actions, within 30 calendar days of receiving notice under subparagraph (d)(2), with respect to any employee is so convicted—
   (1) Taking appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended; or
   (2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;

(g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (e) and (f).

B. The grantee may insert in the space below the site(s) for the performance of work done in connection with the specific grant:

Place of Performance (Street address, city, county, state, zip code)
800 Lincoln Way
Ames, IA 50010

Check ____ if there are workplaces on file that are not identified here

PART C: Certification Regarding Lobbying (Pursuant to 49 CFR Part 20)

CHECK X IF APPLICABLE
CERTIFICATION IS FOR THE AWARD OF A GRANT OR COOPERATIVE AGREEMENT EXCEEDING $100,000
OR
A FEDERAL LOAN EXCEEDING $150,000

The undersigned certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award document for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 USC 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

As the authorized certifying official, I hereby certify that the certifications in Parts A, B, and C (if C is applicable) are true.

Stuart Anderson

SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL

Stuart Anderson, Planning, Programming & Modal Division Director

TYPED NAME AND TITLE

5/19/2010

DATE