



Frequently Asked Questions

Iowa Commercial Aviation Infrastructure Fund- Round 2

What is the source of funding for the Iowa Commercial Aviation Infrastructure Fund- Round 2?

The Iowa Commercial Aviation Infrastructure Fund- Round 2 (ICAIF 2) is funded by the State of Iowa's allocation of Coronavirus State and Local Fiscal Recovery Funds (SLFRF) from the American Rescue Plan Act ("ARPA"), which was signed into law on March 11, 2021. It's important to note that this funding is separate from the federal Infrastructure Investment and Jobs Act (the "Bipartisan Infrastructure Law"), signed into law on November 15, 2021.

How much funding is available through ICAIF 2?

\$10M will be directed toward ICAIF 2.

What airports are eligible to apply and how will funds be distributed?

A funding opportunity is being offered through a reimbursable grant to an airport supporting more than 1M passenger enplanements annually, as demonstrated by CY 2023 enplanement data. The project must also expand the number of gates to support increased levels of air service. The airport must be a public-owned commercial service airport as identified in the 2020 Iowa Aviation System Plan. There is no local match requirement, but local funds are encouraged to leverage projects.

What kind of projects are eligible for funding?

Airport terminal construction or renovation where the number of passengers using commercial air service, aircraft size and other factors like TSA security have placed significant pressures on airport terminal capacity.

How has COVID-19 impacted Iowa's commercial service airports?

The pandemic had a dramatic negative impact to commercial and general aviation. Commercial airports experienced significant impacts in passenger enplanements. During the initial months of the pandemic, there was more than a 90 percent reduction in passenger travel at Iowa's eight commercial service airports. Financial impacts were felt at airports across revenue sources like parking, retail, land fees, gate fees, and passenger facility charges. Passenger travel is increasing, and facilities are needed to process passengers.

Are eligible infrastructure projects subject to the Davis-Bacon Act?

Generally, no. However, projects over \$10 million are subject to reporting guidelines similar to the Davis-Bacon Act ("Davis-Bacon") requirements. Additionally, National Environmental Policy Act ("NEPA") and American Iron and Steel ("AIS") compliance are not required for projects funded only by State and Local Fiscal Recovery Funds. If funds are used in conjunction with other funds that are subject to Davis-Bacon, NEPA, and/or AIS requirements, then the project is subject to those requirements as well.

What happens if an airport is unable to complete their ICAIF project by June 30, 2026?

If the construction of a project is not completed and final claim is not submitted by the final claim reimbursement date of June 30, 2026, an airport will need to fund completion of the project in another way.