



Transportation Funding

June 2009

Federal-aid Funds Administered by the Idaho Transportation Department (ITD) and Available to Local Highway Jurisdictions

SURFACE TRANSPORTATION PROGRAM (STP) LOCAL RURAL funds are allocated for projects in rural areas, and in cities with populations below 5,000. They may be used for new construction, reconstruction or rehabilitation of roadways functionally classified with FHWA as rural major collectors with a small percentage allowed for minor collectors. STP funds can also be used for activities such as transportation planning and corridor studies. The local match requirement is 7.34 percent. The Idaho Transportation Board has designated approximately \$10 million annually for the Program. The funds are awarded through the Local Federal-aid Incentive Program administered by the Local Highway Technical Assistance Council (LHTAC).

Project Selection: Eligible projects are identified, prioritized, and requested by Local Highway Jurisdictions through a formal project application process (November–February). Project proposals are reviewed and ranked by LHTAC and a prioritized list of projects (based on available funding) is then presented to the Idaho Transportation Board, for inclusion in the draft Statewide Transportation Improvement Program (STIP) in June.

STP LOCAL URBAN funds are allocated for projects in urban areas of 5,000 population or greater. They may be used for new construction, reconstruction or rehabilitation of roadways functionally classified with FHWA as urban collectors or arterials. STP funds can also be used for activities such as transportation planning and corridor studies. The local match requirement is 7.34 percent. The Idaho Transportation Board has designated approximately \$10 million annually for this Program. The allocation is divided using population data, between the six (6) metropolitan planning organizations (MPO) and all other cities above 5,000 population.

Project Selection: For cities greater than 5,000 population, but excluding the MPO areas, eligible projects are identified, prioritized, and requested by local agencies through a formal project application process (November–February). Project proposals are reviewed and ranked by LHTAC and a prioritized list of projects (based on available funding) is then presented to the Idaho Transportation Board, for inclusion in the draft Statewide Transportation Improvement Program (STIP) in June.

For additional information on the STP Local Rural and Urban contact Gerald Flatz, P.E., LHTAC Federal-aid Manager, (800) 259-6841, (208) 344-0565, email jflatz@lhtac.org

Local Highway Technical Assistance Council (LHTAC)
3330 Grace Street, Boise, Idaho 83703
www.lhtac.org



In April 2008, the Idaho Transportation Board suspended solicitation for new CMAQ, Enhancement, and State Board Unallocated projects in FY11-13. It is possible these programs may be reinstated in the future.

STP ENHANCEMENT funds are available to state, local, federal agencies, universities and Indian Tribes, for the following transportation enhancement activities:

1. Provision of facilities for pedestrians and bicycles.
2. Provision of safety and educational activities for pedestrians and bicycles.
3. Acquisition of scenic easement and scenic or historic sites.
4. Scenic or historic highway programs, including the provision of tourist or welcome centers.
5. Landscaping and other scenic beautification.
6. Historic preservation.
7. Rehabilitation and operation of historic transportation buildings, structures or facilities.
8. Preservation of abandoned railway corridors
9. Control and removal of outdoor advertising
10. Archaeological planning
11. Mitigation of water pollution due to highway runoff
12. Mitigation of wildlife mortality caused by vehicles
13. Establishment of Transportation Museums.

Project Selection: Projects are solicited through an annual statewide application process (June-January). The process is two-part with an “Intent to Apply due by the end of June and the full application due by the end of January of the following year. The Enhancement Advisory Committee (EAC), an advisory committee established by the Idaho Transportation Board, then prioritizes project applications within available funding levels. The Idaho Transportation Board has set a \$500,000 maximum cap on Federal-aid funds. The match requirement is 7.34 percent. Final project selection is by the Idaho Transportation Board. Information and current year applications are available at the following Web site: <http://itd.idaho.gov/planning/te/>

For additional information on the Enhancement Program contact Mark McNeese, ITD Enhancement Coordinator (208) 334-8272, email mark.mcneese@itd.idaho.gov

CONGESTION MITIGATION and AIR QUALITY Improvement (CMAQ) funds are directed at reducing transportation related sources and emissions throughout all areas of the state. The primary purpose of Idaho’s CMAQ Program is to fund projects, planning, and programs in air quality non-attainment and maintenance areas, as well as areas of concern for ozone (O₃), carbon monoxide (CO), and particulate matter (PM) which reduce transportation-related emissions. Geographic areas of concern will be identified in cooperation with the Idaho Division of Environmental Quality (IDEQ) as having measured air quality problems or the potential for air quality problems. CMAQ funds are available for construction and non-construction type projects. The match requirement is 7.34 percent.

Project Selection: Projects are solicited through an annual statewide application process targeted to communities with an air-quality problem (Nov-Feb). A CMAQ Technical Review Committee reviews the CMAQ Program applications and recommends high-ranking projects to the Idaho Transportation Board. Projects are evaluated and ranked on a statewide basis for air quality benefits and cost effectiveness. Final project selection is by the Idaho Transportation Board. Information and current year applications are available at the following Web site: <http://itd.idaho.gov/planning/cmaq/>

For additional information on the CMAQ Program contact Lisa Joslevn, ITD CMAQ Coordinator (208) 334-8489, email lisa.joslevn@itd.idaho.gov



STP SAFETY funds are for projects to reduce accidents at identified hazardous locations and for bicycle and pedestrian safety improvements, including on-road facilities, public trails, and traffic calming activities, or for projects that improve motorist protection at railroad crossings. These funds are available for any state or local public road. The local or state match requirement is 7.34 percent.

Project Selection: Accident reduction projects at hazardous locations are identified from a systematic review of high accident locations produced from the statewide accident records system. All proposed local or state projects are prioritized statewide within available funding levels on a safety benefit to project cost ratio, which is heavily dependent on accident history and project cost data. Final project selection is by the Idaho Transportation Board.

Accident reduction projects at railroad/highway crossings are identified from a systematic review of hazardous crossings. All proposed local or state projects are prioritized statewide within available funding levels on a ranking formula, which considers vehicle traffic, train traffic, accident history and other relevant crossing data. The Idaho Transportation Board makes the final project selection.

BRIDGE funds are for the replacement or rehabilitation of bridges. The bridge must be at least 20 feet long and have a qualifying "sufficiency rating," generally 50 or lower, and be structurally deficient or functionally obsolete. The Idaho Transportation Board makes 35 percent of the Bridge funds available for use on local (non-state highway) bridges. The local match requirement is 7.34 percent. Presently there is approximately \$5 million in the "On-System" Program and \$3.8 million in the "Off-System" Program.

Project Selection: Project applications are accepted at the same time as STP applications. The applications are available throughout the year from LHTAC. LHTAC rates the applications and recommends to the Idaho Transportation Board projects fitting into the available funding.

For additional information on the Bridge Program contact Gerald Flatz, P.E., LHTAC Federal-aid Manager, (800) 259-6841, (208) 344-0565, email jflatz@lhtac.org

FOREST HIGHWAYS funds are for highway improvement projects on highways serving forest highways. These highways may be state highways, local roads or Federal agency roads. Funding, project development and project contracting is administered by the Western Federal Lands Highways Division (WFLHD) of the Federal Highway Administration (FHWA) in Vancouver, Washington. There is no match requirement on forest highway projects.

Project Selection: Statewide project priority is jointly determined by ITD, FHWA and the U.S. Forest Service based primarily on the benefits of the project to the management of the Forest Service resources. WFLHD makes the final project selection with the concurrence of the Idaho Transportation Board.

To contact your ITD District regarding any of these programs, see below:

District 1	Don Davis	(208) 772-8019	600 West Prairie, Coeur d'Alene
District 2	Ken Helm	(208) 799-4223	2600 North & South Highway, Lewiston
District 3	Phil Choate	(208) 334-8901	8150 Chinden Blvd., Boise
District 4	Walter Burnside	(208) 886-7823	216 Date Street, Shoshone
District 5	Chris Peirsol	(208) 239-3369	515 South 5 th , Pocatello
District 6	Bill Shaw	(208) 745-5608	206 North Yellowstone, Rigby

Rural Highway Funding

PROGRAM TITLE:

Local Rural Highway Investment Program (LRHIP)

PROGRAM DESCRIPTION:

Part of the STP-Rural funds are exchanged by the Local Highway Technical Assistance Council, (LHTAC) with the Idaho Transportation Department (ITD) at \$0.61 per \$1.00 for \$2.2 million in state funds. Each year, LHTAC distributes an application to all Cities under 5,000 in population, all Counties with Road & Bridge Departments and all Highway Districts throughout the State. These applications are rated by LHTAC and the highest rated will be funded up to the amount of funds available in any given year. These funds are for paving roads, replacing drainage structures, regulatory and warning sign upgrades, transportation planning, reconstruction of roads and most other type of construction on any public road. If greater than \$50,000.00 the work must be contracted out.

ANNUAL ALLOCATION:

Approximately \$2 million in state funds.

ELIGIBLE APPLICATION:

Any Local Highway Jurisdiction not located within a City of over 5,000 in population.

FINANCING INFORMATION / REQUIREMENTS:

This is a grant program and no matching funds are required, but are encouraged.

PROCEDURE FOR REQUESTING ASSISTANCE:

Applications are sent to eligible Local Highway Jurisdictions by LHTAC in mid September of each year, and are due back to LHTAC in early December of that same year.

EMERGENCY FUND:

LHTAC annually reserves \$200,000 from this program for help with emergency type projects. Up to \$100,000 can be applied for to help with an emergency. If you have an emergency situation and you need financial assistance, contact LHTAC.

For additional information on the Local Rural Highway Investment Program (LRHIP) contact Jim Zier, LHTAC Asset Manager, (800) 259-6841, (208) 344-0565, email jzier@lhtac.org

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Federal funds that are awarded by the Federal Highway Administration (FHWA) or Congress and can be applied for by Local Highway Jurisdictions:

PUBLIC LANDS HIGHWAY (PLH) DISCRETIONARY: PLH funds are available for any kind of transportation project eligible for assistance under Title 23, United States Code that is within, adjacent to, or provides access to the areas served by a public lands highway. These highways may be state highways, local roads or Federal agency roads. All applications for project funding must be submitted through the Idaho Congressional delegation. It is also strongly suggested you send the application to ITD Division of Planning, P.O. Box 7129, Boise, ID 83707. There is no required state or local match on PLH discretionary projects.

Project Selection: Our Congressional delegation generally solicits these projects. Contact your Congressional delegation for details. Project awards are announced by FHWA sometime after the beginning of the federal fiscal year. Information on the eligibility requirements for this national program is available at the following web site: <http://www.fhwa.dot.gov/discretionary/index.htm>

For additional information on the Public Lands Discretionary Program contact Nathan Hesterman, ITD Office of Transportation Investments Manager, (208) 334-8264, email nathan.hesterman@itd.idaho.gov

SCENIC BYWAYS: Funding is available on a nationally competitive basis for routes that have been designated as a state scenic, historic or back county byway. The Idaho Transportation Board determines routes that will be designated as a Scenic Byway. Currently 26 routes have Byway designations in Idaho. Information on Idaho Byways is available at the following web site: <http://itd.idaho.gov/planning/> along the left sidebar. Projects can include the development of a corridor management plan for a specific byway or for road or enhancement work on the corridor once a management plan has been completed. Scenic Byway funds are announced and awarded at the Federal level and administered once awarded by ITD. The match requirement is 20 percent.

Project Selection: All applications for project funding must be submitted through the state's transportation department. The Scenic Advisory Committee appointed by the Board then prioritizes project applications. The Board makes a final determination as to which projects are submitted to FHWA for funding consideration. Project awards are announced by FHWA some time after the beginning of the federal fiscal year. Application information is available on the National Web site at: www.bywaysonline.org

For additional information on the Scenic Byway Program contact Garry Young, ITD Scenic Byway Coordinator, (208) 334-8214, email garry.young@itd.idaho.gov

