

Local Highway Technical Assistance Council

3330 Grace Street, Boise, Idaho 83703 208-344-0565

Virtual Meeting: Contact Nancy Ziebarth for the Zoom link

Date: April 8, 2022

Time: 10:00 a.m.



COUNCIL MEETING AGENDA

Agenda Items		Presenter	Page
1. Call to Order		Chairperson	
2. Roll Call			
3. New Business			
Local Bridge Program Application	Action	Ken Kanownik & Scott Wood	
Children Pedestrian Safety Funding & Prior Applications	Action	Amanda LaMott	
2022 Children Pedestrian Safety Application	Action	Amanda LaMott	
Transportation Alternative Program Rankings	Action	Amanda Lamott	
4. Adjourn			

This agenda is subject to change in accordance with the provisions of the Idaho Open Meeting Law. Items may be addressed in a different order than appears on this agenda. Individual items may be moved from one place on the agenda to another by the Council.

LHTAC Council Meeting
April 8, 2022
Staff Report

Agenda Item: Local Bridge Program Application

Presenter: Ken Kanownik, AICP & Scott Wood, P.E.

Overview:

Senate Bill 1359, signed into law on March 16, 2022 appropriates up to \$200 million to address the state of good repair for local bridges across Idaho. Staff proposes that LHTAC administers these funds through a Leading Idaho Local Bridge program that addresses local bridges that are posted or in poor condition.

LHTAC staff will present the proposed administration of this program including the eligibility of bridges, project application and other innovative methods to maximize the number of bridges that can be addressed with this one-time funding.

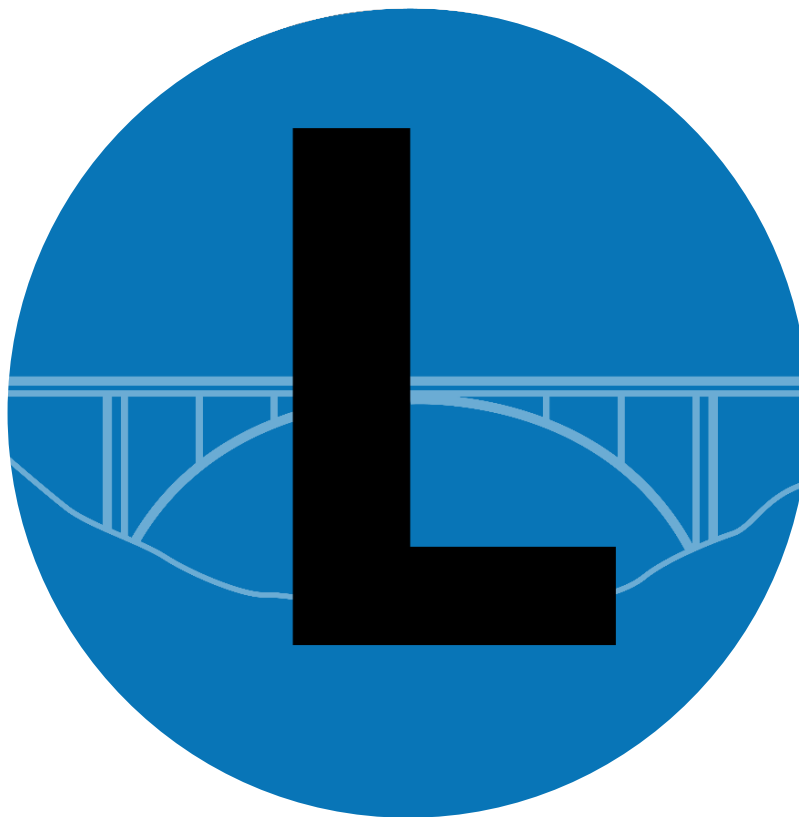
Attached are the programmatic Memorandum of Understanding that each agency will complete as part of the application process and a copy of the application which will also have an on-line version that may vary slightly in visual appearance.

Recommendation: For Council review and approval of the Leading Idaho Local Bridge Program application and process.

Leading Idaho Local Bridge Program

2022 Application

Idaho Local Highway Jurisdictions
Submittal Deadline: June 8, 2022



Local Highway Technical Assistance Council

3330 Grace Street
Boise, Idaho 83703
(208) 344-0565
www.LHTAC.org



Leading Idaho Local Bridge Program

Application

Fiscal Year 2022

Program Background

On March 16, 2022, Governor Little signed Senate Bill 1359, a landmark funding bill for local transportation in Idaho. The bill provides up to \$200 million for local bridges and \$10 million for the Children Pedestrian Safety program. The Local Highway Technical Assistance Council (LHTAC) will administer the bridge funds through the Leading Idaho Local Bridge (LILB) Program.

Eligible Projects

The LILB Program will focus on local bridges in poor condition or posted with load restrictions. Eligible bridges are identified by LHTAC using bridge inspection reports as of April 1, 2022. LHTAC has provided a map of the eligible bridges at http://gis.lhtac.org/eligible_bridges/. A list of the eligible bridges can be downloaded from the interactive mapping tool. A local agency may apply for up to half (rounded up) of their eligible bridges and agencies with two or fewer eligible bridges may apply for all of their bridges.

Application

All applications for the Leading Idaho Local Bridge (LILB) Program are due **Wednesday, June 8, at 5:00 MDT**. Applications can be completed online at www.lhtac.org/programs/LILB. Applications via phone with LHTAC staff can be scheduled by calling (208) 344-0565 or emailing bridge@lhtac.org. Paper applications can also be made available. Paper applications can be returned via mail to LHTAC at 3330 W. Grace St, Boise ID 83703 and must be post marked by June 8.

The applications will be scored by LHTAC Council and staff. The applications will be scored by a combination of technical analysis completed by LHTAC staff and information provided by the local agencies.

Technical Analysis – Seventy-five percent (75%) of score

Bridge Condition (deck, superstructure, substructure, age)	25%
Scour	6%
Posted/Load Restriction	10%
Length	10%
Highway information (detour length and AADT)	9%
Constructability (replacement cost and environmental risk)	15%

Local Highway Jurisdiction Information - Twenty five percent (25%) of score

Short Answer (safety, mobility, economic benefit, uncategorized)	5% each
Right of Way	5%

Funding and Project Administration

LHTAC will administer projects in the LILB program. Local agencies do not need to provide local cash match and have no out-of-pocket expenses for the design and construction of approved projects for funding by LHTAC in this program. In limited circumstances, LHTAC may approve locally funded expanded scope, however if approved, any additional costs will be provided by the local agency upfront at the time of project agreement execution.

Leading Idaho Local Bridge Program Application – Fiscal Year 2022

1. Contact Information

Name of Local Highway Jurisdiction	Primary Contact Person
Email Address	Phone Number
Mailing Address	City, State, ZIP

2. Bridge Information

How to find bridge information

You can search for LILB-eligible bridges at gis.lhtac.org/eligible_bridges/.

Click the "Click to Pan" button at the top left of the map. Zoom and pan to any bridge. When you have isolated the correct bridge, click the "Click to Select" tool. Click and drag over the triangle symbol to select the bridge. When selected, the relevant bridge information will appear at the bottom of the screen.

Bridge Key Number	
Route (Carrying)	Route, river or railroad bridge crosses

3. Right of Way

This is worth 5% of the application score. Significant ROW acquisition may impact prioritization for funding.

Does your jurisdiction own or control all right of way for this bridge?

Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	Unsure	<input type="checkbox"/>
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4. Short Answer

Please provide four short answers that demonstrate the importance of this bridge. There are three specific areas of focus: safety, mobility, and economic benefit. A fourth short answer section may include additional information not captured in the first three answers. Each answer is limited to 100 words.

Examples: Specific business, services, annual events, seasonal access, neighborhood connectivity, safety benefits, fiscal impact, or other activity that is vital to your jurisdiction.

Each answer is worth up to 5% of the total application score:

0-1: Blank, irrelevant, or non-impactful information

2-3: Demonstrates minor importance of the bridge

4-5: Demonstrates the significant importance of the bridge

Short Answer #1: Safety

Short Answer #2: Mobility

Short Answer #3 Economic Opportunity

Short Answer #4: Additional information you would like to include

LHTAC must enter into a Memorandum of Understanding (one per agency) with the Local Highway Jurisdiction to execute an agreement for the LILB Program. The MOU is attached to this application packet. Please complete the MOU and submit to LHTAC via e-mail by June 8 or mail (post marked by June 8).

Mailing Address: Local Highway Technical Assistance Council
3330 W Grace Street
Boise, ID 83703

Signature: _____ Date: _____

Memorandum of Understanding - Leading Idaho Local Bridge Program

Between

LOCAL HIGHWAY TECHNICAL ASSISTANCE COUNCIL

And

_____, hereinafter referred to as **LOCAL AGENCY**

Purpose:

The purpose of this memorandum is for the Local Highway Technical Assistance Council (LHTAC) and local agencies with bridges in poor or posted condition to apply for award, manage and track projects in the Leading Idaho Local Bridge (LILB) Program. This program is intended to economically and efficiently fully fund local bridges and not serve for local match or supplemental funding on any federally funded projects.

Legal Authority:

Senate Bill 1359 (2022), an appropriations bill, was signed by the Governor on March 16, 2022 funding the Strategic Initiatives Program (Idaho Code 40-719) with up to \$200 Million intended for local bridge maintenance. LHTAC has created a Leading Idaho Local Bridge Program from this legislation.

Procedures:

LHTAC will conduct a two month call for applications from April 11 to June 8, 2022. Local agencies with eligible bridges may apply for a maximum of half of their eligible bridges (rounded up) or two (2) eligible bridges, whichever is most. Applications will be scored on technical information (75%) and local knowledge (25%). The technical information is extracted from bridge inspection reports and bridge locations and the right of way status is reported by the **LOCAL AGENCY**. The **LOCAL AGENCY** will also provide four additional points of information on the importance of the bridge. LHTAC staff and Council will score the applications after the application period closes with LHTAC staff presenting the scores and recommendations to Council in an open meeting.

LHTAC Council will award funding to projects in up to five (5) rounds of funding. LHTAC will implement a bundled award process to accelerate delivery and complete the largest number of highest scoring projects as possible. Project bundling will be utilized throughout all Rounds of funding. The rounds of funding are expected to use the following strategies:

Round 1 – High scoring projects that will have quick delivery and have limited to no barriers such as right-of-way acquisition or environmental complications. Also included in Round 1 will be bridges with low-cost repairs, bridges that have 50% or more design completed, and/or projects that are material purchase only.

Round 2 – High scoring applications that have longer projected delivery timelines.

Round 3 – Strategies to be determined.

Round 4 – Strategies to be determined.

Round 5 – Remaining funding to highest rated projects that funds the most possible projects.

As applications are awarded funding, the responsible **LOCAL AGENCY** will be expected to sign an individual project agreement within thirty (30) days of award by the LHTAC Council. This project agreement will have the details of funding, project roles/responsibilities and reporting milestones used for the project.

Responsibilities:

Under this program LHTAC shall:

Administer the LILB program within the constraints of Idaho Code which includes soliciting for projects, reviewing the merits of applications (scoring), recommending projects and reporting progress at regular intervals.

Specific duties LHTAC will exercise for this program are:

- Overall Administration of projects from advancement of funding to completion of construction;
- Advance projects through a bundling process to increase the number of bridges awarded with the fixed funding level while considering need and use of each bridge;
- Develop a process and select engineering firms for the development of the projects awarded through the LILB program;
- Advertise and award projects through a low-bid process to construction contracting firms.

Specific duties **LOCAL AGENCY** will exercise for this program are:

- Prioritize eligible bridges within jurisdiction and apply for funding;
- Present this memorandum and all attachments to the responsible elected officials at an open meeting in compliance with the Idaho Open Meetings requirements (Idaho Code 74-204);
- Provide a list of all applications under this program (Attachment A to this MOU);
- Provide a resolution from the responsible elected officials (Attachment B to this MOU);
- Enter into project agreements with LHTAC within thirty (30) days of award;
- Notify LHTAC in writing, via First Class Mail, Electronic Mail or hand delivered mail, the removal of any application from consideration for program funding or termination of this MOU.

Financial Obligations

LOCAL AGENCY will have no financial obligation or commitment on any project until the project is advanced for funding. The details of financial obligations will be contained in the individual project agreement related to future maintenance, additional scope and project termination.

No advance funds, deposits or local match is required for this program. However, if a local sponsor would like to increase the scope of an individual project, this will be addressed during project agreement execution and the **LOCAL AGENCY** will be responsible for any scope beyond the proposed LHTAC scope. Any additional scope that could encroach on delivery schedules may negatively impact the advancement of the project. LHTAC reserves the authority to accept or deny any additional scope proposed by the local agencies. Funds for additional scope will be collected at the execution of the project agreement.

Limitations

Nothing in the Memorandum of Understanding between LHTAC and **LOCAL AGENCY** shall be construed as limiting or expanding the statutory or regulatory responsibilities or authorities of any involved individual in performing functions granted to them by law; or as requiring either entity to expand any sum in excess of its appropriation. Each and every provision of this memorandum is subject to the laws and regulations of the State of Idaho and the United States.

Nothing in this Memorandum of Understanding shall be construed as expanding liability of either party. In the event of a liability claim, each party shall defend their own interests. Neither party shall be required to provide indemnification of the other party.

Effective Date

This Memorandum shall become effective upon signature of the LHTAC Administrator or delegate and will remain in effect until the termination of this MOU.

Method of Termination

This memorandum may be terminated by **LOCAL AGENCY** at any time prior to the awarding of any project. After awarding of at least one (1) project, this MOU will remain in effect until completion of funded projects.

After awards, **LOCAL AGENCY** may terminate funded projects as outlined in future project agreements and may terminate this MOU if there are no active funded projects listed in Attachment A.

LHTAC may terminate this MOU in the event that all funding has been awarded and no additional funding is authorized by the Idaho Legislature.

This MOU will terminate upon the completion of the LILB program.

Amendments

Amendments to this memorandum shall effective upon mutual agreement and written approval by the LHTAC Administrator or Delegate and the signing authority of **LOCAL AGENCY**

Signatures

LOCAL HIGHWAY TECHNICAL ASSISTANCE COUNCIL

By _____ Date _____
Administrator or Delegate

Local Agency

By _____ Date _____
Title _____
Mayor, Chairman or Delegate

Attachment B

Leading Idaho Local Bridge Program – Local Agency Resolution

Res. No _____

WHEREAS, SB 1359 became law on March 16, 2022 appropriating funding for the repair and replacement of local bridges in poor and posted condition; and

WHEREAS, **LOCAL AGENCY** has presented the Leading Idaho Local Bridge Program Memorandum of Understanding at an open meeting in accordance with the Idaho Open Meetings Law; and

WHEREAS, **LOCAL AGENCY** has prepared and presented the listed applications in Attachment A at an open meeting in accordance with the Idaho Open Meetings Law; and

NOW, THEREFORE BE IT RESOLVED, that **LOCAL AGENCY** is granted authority by (BOARD or COUNCIL NAME) to enter in the Leading Idaho Local Bridge Program Memorandum of Understanding with the Local Highway Technical Assistance Council.

I hereby certify that the above is a true copy of a resolution passed at a public meeting held in accordance with the Idaho Open Meetings Law, by **LOCAL AGENCY** on the _____ day of _____, 2022

Signed _____ of **LOCAL AGENCY** _____
(Mayor, Chairman, or Delegate) (Signature)

Seal

LHTAC Council Meeting
April 8, 2022
Staff Report

Agenda Item: Children Pedestrian Safety Funding & Prior Applications

Presenter: Amanda LaMott, P.E.

Overview:

House Bill 308 approved a third round of one-time money for Children Pedestrian Safety (CPS) Program projects in the amount of \$2M from the state's FY20 budget surplus. LHTAC advertised a call for applications in October 2021 with applications due December 2021. Fifty applications were submitted requesting \$10.2M. At the time the application was advertised, only \$2M was available with no future CPS funding on the horizon. Eight (8) of the 50 applications were funded – each requesting the max grant award of \$250k. Eighty-four percent of applications were not funded.

With only \$2M available for each of the first three rounds of the CPS program and over 50 applications each cycle, the program is highly competitive. Agencies are forced to make hard decisions about which grant opportunities to pursue based on the likelihood of being awarded funding. Recently, Governor Little announced an additional \$10M for the CPS program with the state's historically large FY21 budget surplus. \$10M in CPS grant funding dramatically changes the likelihood of being awarded a project and would fund five times the projects as previous cycles.

All LHTAC funding programs maintain transparency in the application process by clearly defining the available funding and the way projects will be scored. An additional \$10M in grant funding changes what was advertised in the 2021 call for CPS applications. The LHTAC staff recommends a new application be advertised. To reward applicants that weren't successful in the 2021 application cycle, the agencies that choose to re-apply for a 2022 CPS grant will be given 3 additional points. They will also be notified of their scores and provided feedback from their 2021 application to see where they can improve their application prior to the new submittal deadline.

Recommendation: For Council review and approval of soliciting an application for the \$10M of new funding

LHTAC Council Meeting
April 8, 2022
Staff Report

Agenda Item: 2022 Children Pedestrian Safety Application

Presenter: Amanda LaMott, P.E.

Overview:

See attached 2022 Application.

Recommendation: For Council review and approval of the CPS application

Children Pedestrian Safety Program: 2022 Application

Idaho Cities, Counties and Highway Districts

Submittal Deadline: June 8, 2022, 4:00 pm mst



Local Highway Technical Assistance Council

3330 Grace Street

Boise, Idaho 83703

208-344-0565

Fax 208-344-0789

www.lhtac.org



INCLUDED IN THIS PACKET

1. [APPLICATION INFORMATION](#)

1.1 [Program Background](#)

2. [PROGRAM GUIDANCE](#)

2.1 [Program Guidance for 2022](#)

3. [APPLICATION](#)

3.1 [Application Questions](#)

3.2 [Program Agreement Form](#)

4. [SCORING](#)

4.1 [Suggested Scoring](#)

1. APPLICATION INFORMATION

1.1 PROGRAM BACKGROUND

On March 16, 2022, Governor Little signed Senate Bill 1359, a landmark funding bill for local transportation in Idaho. The bill is part of the Governor's "Leading Idaho" plan. It creates an additional \$210 million for local transportation projects. The bill provides up to \$200 million for local bridges and \$10 million for the Children Pedestrian Safety program. The Local Highway Technical Assistance Council (LHTAC) will administer the Children Pedestrian Safety Program. Eligible projects must be related to maintenance, and address safety and mobility.

Similar to the Local Strategic Initiatives program the project should be "shovel ready" and construction must be completed by late fall/early winter 2023.

ELIGIBLE PROJECTS:

The bicycle and pedestrian projects must still be considered maintenance. This includes but is not limited to;

- paths/sidewalks along or adjacent to an existing roadway
- connecting sidewalks/paths between two terminal points
- ADA ramps
- pedestrian crossing facilities across an existing roadway including signing and/or signalization
- paving an existing pathway

Up to \$2M of the program funding will be set aside for "non scalable" pedestrian safety projects up to \$500,000 per award. This includes but is not limited to;

- pedestrian underpasses
- pedestrian bridges
- extension of existing culverts or structures to accommodate pedestrian facilities

APPLICATION:

The application for the Children Pedestrian Safety Program is included in this package, and can be found on the LHTAC website, www.LHTAC.org, under the Programs Heading. The submittal package consists of the application sheet, the signed program agreement and a schedule to complete the project.

The application is due Wednesday, June 8, 2022 at 4:00 p.m. MST and should be submitted electronically to applications@lhtac.org. The applications will be scored by members of the Transportation Alternatives Program (TAP) Selection and Evaluation Committee. Applicants will be notified of award in July, with funds available shortly thereafter. **Limit one application per City, County, or Highway District. (2021 CPS recipients are not eligible to apply for 2022 funds)**

FUNDING:

Funding for this program will be awarded as a grant, with a maximum of award of \$250k for a standard project and up to \$500k for a non-scalable project (maximum of \$2M in non-scalable projects). The awarded agency is responsible for the administration of the project, and for completing the project within the time frame given. The grant funds CANNOT be used for development services fees, Federal project match, education/outreach, or to reimburse the local agency for any equipment or employee cost.

All expenditures of these funds must follow the Idaho Local Governments "Procurement and Public Works Contracting" guidelines available on the LHTAC website in the Children Pedestrian Safety section. Idaho Statutes for Public Works Contractors and Idaho Code for procurement must be followed. For additional information, please contact LHTAC at (208) 344-0565.

2. PROGRAM GUIDANCE

2.1 PROGRAM GUIDANCE FOR 2022

Statement of Purpose: To share guidelines for the new program addressing Children Pedestrian Safety per Senate bill 135 .

Team: Idaho Local Highway Technical Assistance Council

Proposed guidelines and/or rules:

Basic Structure:

- Application available by **April 11, 2022**
- Application due **Wednesday, June 8, 2022**
- Project must be completed by **December 9, 2023**
- City, County, or Highway District required to submit a signed agreement with terms of program
- Projects along state route will require concurrence from the ITD District, and include a maintenance agreement

Application:

- One joint (state and local) application process for the program
- Applications can be on the local system, state system, or both systems
- Limit of one application per City, County, or Highway District. 2021 CPS grant recipients are ineligible to apply.

Scoring:

- Transportation Alternatives Program (TAP) Selection and Evaluation Committee to score applications
- LHTAC staff to provide project recommendations to the LHTAC Council

Funding:

- Fund up to \$10M in projects
- Funding anticipated in summer 2022
- Maximum award of \$250K for standard projects
- Maximum award of \$500k for non-scalable projects (\$2M in awards)
- Provided as a “grant” for project awarded
- Unused funds to be returned
- No match required however local is responsible for project administration
- Local can contribute in-kind services to stretch limits of the project

Eligible use of funds:

- Purchase material (state procurement rules must be followed)
- Hire contractor to perform work (state procurement rules must be followed)
- CANNOT be used for salaries, equipment fees, or to reimburse sponsor agency for any work
- CANNOT be used for other Federal project match, education, or outreach
- CANNOT be used for project development services or fees

Eligibility:

- Must be local agency to receive funds
- Must be “maintenance” of existing pedestrian facility or adjacent to an existing roadway
- Failure to complete project or comply with terms could jeopardize the opportunity for future funds

3. APPLICATION

3.1 APPLICATION QUESTIONS

Project Title: _____

City, County, or Highway District Name: _____

Mailing Address (This can be a PO Box): _____

Also include a physical address as we cannot send checks FedEx to a PO Box: _____

*Contact Name: _____

Phone: _____

Email: _____

*Please list the person from your agency we should call if we have any questions on this project application.

Amount Requesting: _____

Total Amount of Project: _____

Amount and source of other funds: _____

Include a copy of the project **Schedule**.

Include a copy of the **Program Agreement and Maintenance Agreement if applicable**.

Please provide the following supportive information in the order listed below.

1. Did you unsuccessfully apply for 2021 Children Pedestrian Safety funding (yes/no)
2. Provide a map clearly showing project limits (1/2 page)
3. Project description (limit 1/2 page)
4. How does your project provide direct impact to children pedestrians? (limit ½ page)
5. How does your project address safety? Do you have evidence or data to support your answer? (limit 1 page)
6. How does your project address mobility? Does it tie into an existing pedestrian system and/or provide connectivity? Is it supported by a transportation and/or pedestrian plan? (limit ½ page)
7. Do you own the right-of-way or easements for your project? If not, do you have commitment letters and/or agreements to ensure the right-of-way or easements can be acquired timely for assurance that the project can be completed within the specified time frame?
8. Do you have support from your community and/or neighboring agencies? Limit 5 pages (can be letters, emails, etc.).
9. Do you have letters of commitment from other partners to perform work or donate services/material to complete the project (beyond project funds)?

3.2 PROGRAM AGREEMENT FORM

Please complete the form and have a signing authority sign the bottom of the form.
Return this form with your completed application.

City, County or Highway District: _____

Signing Authority: _____

Position: _____

Project Name: _____

Receiving this grant requires the City, County, or Highway District agrees to the following program requirements;

- Receive concurrence from ITD if the project is in the state right-of-way or along a state route (provide verification with your application).
- Pay for and/or complete project design and plans.
- Provide LHTAC with a construction schedule before construction begins.
- Prepare mid-project update to LHTAC by **July 21, 2023**.
- Follow State Procurement Rules for advertising, bidding and award of contracts.
- Provide accounting, before and after pictures and close-out summary form upon project completion.
- Complete project construction by **December 9, 2023**.

ACKNOWLEDGED BY

SIGNATURE

4. SCORING

4.1 SUGGESTED SCORING

1. Did you unsuccessfully apply for 2021 Children Pedestrian Safety funding; 3 pts
 - a. Yes – 3 points
 - b. No – 0 points
2. Map; 5 pts
 - a. Agency provided a map clearly showing project limits; 5 points
 - b. No map or unclear; 0 points
3. Project Description; 5 pts
 - a. Agency clearly describes the limits of the project and all features included in the proposed design 1-5 points
4. Children; 20 pts
 - a. If project primarily impacts children; 16-20 pts
 - b. Equal number of children and other users; 8-15 pts
 - c. Primarily other recreational users; 1-7 pts
5. Safety; 20 pts
 - a. If answer includes hard data (crashes, reported near misses, skid marks etc) and does an excellent job of explaining safety impacts; 16-20 pts
 - b. If answer includes soft data, and excellent job of explaining safety impacts; 10-15 pts
 - c. If answer includes no data, and does an excellent job of explaining safety impacts; 3-9 pts
 - d. If answer does an adequate job of explaining safety impacts; 1-2 pts
6. Mobility; 20 pts

** If project is supported by a transportation/pedestrian plan, add 1 pt to score below **

 - a. If project is connecting existing pedestrian system; 16-19 pts
 - b. If project is providing connectivity between destinations/locations or improving existing facilities; 12-15 pts
 - c. If project enhances mobility at a crossing; 8-11 pts
 - d. ADA Ramps and/or other projects; 1-7 pts
7. R/W or easements; 10 pts
 - a. If no R/W is needed (own property, have executed agreements, etc); 10 pts
 - b. If agency has letters of commitments; 4-8 pts
 - c. R/W needs to be acquired; 1-3 pts
8. Support; 10 pts
 - a. Unique, diverse, and excellent letters or statement of support; 8-10 pts
 - b. Form letters or non-diverse letters of support; 4-7 pts
 - c. Poor community support; 1-3 pts
9. Partners; 5 pts
 - a. Various commitments, letters, services; 5 pts
 - b. Vague partner commitments; 2 points
 - c. No partners; 0 points

LHTAC Council Meeting

April 8, 2022

Staff Report

Agenda Item: Transportation Alternative Program (TAP) Rankings

Presenter: Amanda LaMott, P.E.

Overview:

The 2021 TAP application was due January 20, 2022 and we received 41 infrastructure applications requesting over \$21M. Three scorers reviewed and scored the applications – one from ITD, one from LHTAC, and one from the Twin Falls School District. The ranked applications are presented today for approval by the LHTAC Council. The rankings will also go to the Idaho Transportation Board for approval at their April board meeting.

With increased funding to the TAP program with the new Federal Transportation Bill, all 41 infrastructure applications will be funded between 2022 and 2025. Nine (9) non-infrastructure applications were also received and they will also all be funded. The next application cycle will begin in 18 months for Federal fiscal years 2026 and 2027.

Increased Federal funding applies to the current FY22 fiscal year and increases the size of the program from \$3.5 to \$7.5+M. LHTAC proposes to allocate the increased current year funding with the following:

1. Advance projects currently scheduled in the TAP program
2. Cover cost increases to existing projects in FY22
3. Insert projects from current application into FY22
4. Explore options for rolling funds from 2022 to FY23
5. Add up to \$250k for Local Law Enforcement grants with approval by the Idaho Transportation Department, targeting areas of safety concern for areas impacting bicyclists and pedestrians.

Recommendation: For Council review and approval of the TAP Rankings

Transportation Alternatives Program

2022 Application Cycle

Rank	Local Sponsor	Project Name	Federal Funds	Average Score
1	City of Orofino	US Highway 12 Sidewalk Project, Phase 1	\$ 500,000	95.3
2	City of Victor	Highway 31 Missing Link Pathway	\$ 500,000	92.0
3	City of Driggs	Wallace Avenue Sidewalks	\$ 500,000	91.3
4	City of Idaho Falls	Meppen Canal Trail, Idaho Canal to 25th East	\$ 1,000,000	91.3
5	City of Fairfied	Soldier Road-Sage to ponderosa	\$ 500,000	91.0
6	City of Pocatello	Monte Vista to Pocatello Creek Road	\$ 500,000	90.7
7	City of Rexburg	Railroad Pathway-Riverside Park to Yellowstone Highway	\$ 500,000	89.0
8	Teton County	Teton County Highway 33 Multi- Modal Pathway	\$ 500,000	88.7
9	City of Craigmont	Division Avenue and Main Street Sidewalk Project	\$ 416,000	87.0
10	City of Idaho Falls	Westside Path Connections, Idaho Falls	\$ 500,000	86.7
11	City of Cascade	Strand Trail Paving and Pedestrian/Cyclist Safety Project	\$ 392,000	86.3
12	City of Lewiston	17th Street Sidewalk	\$ 500,000	86.3
13	City of Inkom	Main St. West, I-15 B to Roosevelt	\$ 500,000	84.7
14	City of Inkom	I-15 B, Main St to Old Hwy 91 Phase 2	\$ 500,000	84.3
15	City of St. Maries	St. Maries Sidewalk Improvements-Phase II	\$ 488,000	84.3
16	City of Buhl	Buhl School Pedestrian Pathway Ph.2	\$ 436,000	83.3
17	City of Stites	Stites Main Street Sidewalk,Phase I	\$ 474,000	82.3
18	Malad City Idaho	Bannock Street Sidealks TAP Grant	\$ 463,000	82.3
19	City of Moscow	North Mt. View Pedesrian Improvement	\$ 500,000	82.0
20	City of Challis	Challis-9th Street Sidewalk	\$ 382,680	81.7
21	City of Pocatello	Brennan Trail Extension and Pedestrian Bridge	\$ 1,000,000	81.3
22	City of Chubbuck	Chubbuck Canal Trail-Philbin to Hawthorne	\$ 480,000	81.0
23	City of Rupert	Improved Walkways in Rupert	\$ 500,000	80.7
24	City of New Plymouth	Horseshoe Park Pathway, Phase 3	\$ 500,000	79.3
25	City of Cambridge	US Highway 95 Sidwalk & Drainage Imporvements Phase 3	\$ 500,000	79.0
26	Boundary County	Naples Elementary School Pedestrian Safety Imporments	\$ 500,000	78.7
27	City of Ponderay	McNearney Road Paths	\$ 500,000	76.0
28	City of Pocatello	Center Street Pedestrian Bridge	\$ 500,000	76.7
29	City of New Plymouth	Horseshoe Park Pathway, Phase 4	\$ 500,000	76.7
30	City of American Falls	Highway 39 Bike/Ped Tunnel Phase 1	\$ 1,000,000	73.7
31	City of American Falls	Highway 39 Bike/Ped Tunnel Phase 2	\$ 1,000,000	73.7
32	City of Ammon	49th Street Community Trail Project	\$ 325,000	72.7
33	City of Nampa	Canyon St Bicycle & Pedestrian Pathway Phase 1	\$ 500,000	71.3
34	City of Dubois	Blaine Warning Memorial Park Pathway	\$ 380,000	70.3
35	City of Nampa	Canyon St Bicycle & Pedestrian Pathway Phase 2	\$ 320,000	69.3
36	City of Rexburg	River Pathway Underpasses at 2nd East	\$ 603,000	69.0
37	Sugar City Idaho	Sugar City Alternative Transportation System	\$ 500,000	68.0
38	City of Kamiah	Kamiah Sidewalk Improvements-Connecting Community Faci	\$ 477,000	65.7
39	City of Ashton	Main St. Sidewalk Safety Improvements	\$ 500,000	64.7
40	City of Shoshone	MLGMP South Sidewalk and Crossing	\$ 167,000	64.0
41	Madison County R&B	Hibbard Bike Lane	\$ 500,000	63.3

Total Amount Requested: \$ 21,303,680