

Urban Areas

Transportation Management Area (TMA)

Compass

Boise, Eagle, Garden City & Meridian

Metropolitan Planning Organization (MPO)

KMPO

*Coeur d' Alene, Post Falls, Hayden, Dalton Gardens,
Fernan Lake Village, Hauser,
Hayden Lake, Huetter & State Line*

BMPO

Idaho Falls, Ammon, Iona & Ucon

LCVMPO

Lewiston ID & Clarkston WA

Compass

Nampa, Caldwell & Middleton

Pocatello—BTPO

Pocatello & Chubbuck

LHTAC "Tweens" (Populations >5,000 <200,000)

Includes other jurisdictions listed

Blackfoot

Burley

Heyburn, Paul & a portion of Minidoka Co.

Emmett

Hailey

Bellevue

Jerome

Kuna

Moscow

Mountain Home

Payette

Fruitland

Rathdrum

Rexburg

Sugar City

Rigby

Rupert

Sandpoint

Dover, Kootenai & Ponderay

Star

Twin Falls

Kimberly

Weiser

Small Urban Area "Tweens"

Transportation Plans

The Small Urban Transportation Plan funding is available to complete or update a jurisdiction's urban transportation plans.

LHTAC Tweens can apply for funding. These funds would be used to hire a licensed consulting engineer or transportation planner to complete a new Transportation Plan or update an original Transportation Plan for the urban area. Plans must include an Asset Management plan.

Federal-aid Timeline

September (Applications Available Online)

January (Applications Due)

March (Applications Reviewed/Ranked)

June (List Presented to IT Board for DRAFT ITIP)

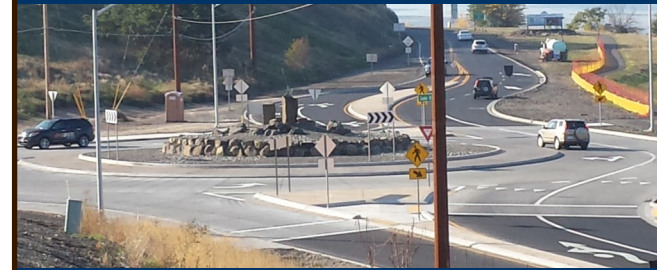


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**Working for the Cities, Counties
and Highway Districts of Idaho**

Email: lhtac@lhtac.org

Web: www.lhtac.org



LHTAC

Federal-aid Program

STP Rural & Urban

Local Highway Technical Assistance Council

3330 Grace Street

Boise, ID 83703

208-344-0565



Rural & Urban

Application Process

Rural Program Overview

The Surface Transportation Program (STP) Local Rural funds are allocated for projects in rural areas, and in cities with populations less than 5,000. Funds may be used for new construction, reconstruction or rehabilitation of roadways functionally classified by FHWA as arterial or rural major collectors with a small percentage allowed for minor collectors. The funds are awarded through the Local Federal-aid Incentive Program administered by LHTAC.

STP Rural applications will be **accepted for every other program year**. The prioritized list of applications will be used for two years. This program is targeting construction projects up to \$2M. The limit is set at \$2M for construction (CN) and construction engineering (CE) costs for each project, however, a jurisdiction may request more funds with a penalty. For each \$200,000 requested over the \$2M one point will be deducted from the applicant's total score per scorer. No projects over \$5M(CN & CE) will be allowed.

Urban Program Overview

STP Urban funds are allocated for projects in urban areas with populations greater than 5,000 and less than 50,000 as determined by the US Census Bureau. Funds may be used for new construction, reconstruction, or rehabilitation of roadways functionally classified by FHWA as urban collectors or arterials.

The Federal Highway program dedicates funds to urban areas. The Traffic Management Area (TMA), northern Ada County, has dedicated funds since the population is over 200,000. The other urban fund allocation, for urban areas between 5,000 and

200,000, is divided using population data between the five metropolitan planning organizations (MPOs) and all other urban areas. These funds are balanced throughout the state by the Urban Balancing Committee which consist of the 5 MPO's and LHTAC representing the smaller urban areas between 5,000 and 50,000 in population.

The 17 smaller urban areas, between 5,000 and 50,000 populations, receive urban funds through LHTAC in a statewide competitive application process. These urban areas include 25 jurisdictions.

Selection Process

Applications are available online at www.lhtac.org starting in September each year. Eligible projects are identified, prioritized, and requested by local jurisdictions who then submit applications to LHTAC through a formal project application process due in January. Project proposals are reviewed and ranked by LHTAC, in March a prioritized list of projects is approved by council.

The Rural rankings are then presented to Idaho Transportation Board, for inclusion (based on available funding) in the Draft Idaho Transportation Investment Program (ITIP) in June.

The Urban rankings are presented to the Urban Balancing Committee who determines the projects to be presented to the to Idaho Transportation Board, for inclusion in the Draft ITIP in June.

The STP Urban program has very limited funds and only available through invitation. The invitees are selected based on a formula which identifies that the local highway jurisdiction has a positive balance of funds shown. The balance of funds formula shows the last time the jurisdiction received funds, how much and approximately when they would be invited to apply for the next application.

How is Urban and Rural Defined?

The US Census Bureau defines urban-rural classification as: *"fundamentally a delineation of geographical areas, identifying both individual urban areas and the rural areas of the nation. The Census Bureau's urban areas represent densely developed territory, and encompass residential, commercial, and other non-residential urban land uses. For the Census, an urban area will comprise a densely settled core of census tracts and/or census blocks that meet minimum population density requirements, along with adjacent territory containing non-residential urban land uses as well as territory with low population density included to link outlying densely settled territory with the densely settled core."*

"The US Census Bureau identifies two types of urban areas:

- Urbanized Areas (UAs) of 50,000 or more people;
- Urban Clusters (UCs) of at least 2,500 and less than 50,000 people.

"Rural" encompasses all population, housing, and territory not included within an urban area.

Note: Both Rural and Urban require a local 7.34% match.

www.LHTAC.org

