

STBG – Local Large Urban Program

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Program Length:

5 Years + PD

Funding Sources:

- STBG Large Urban apportionment

Available Funding:

To Be Determined

Program Purpose

The purpose of the STP-Local Urban Program is to provide funding for local federal-aid routes within large urban areas (population 50,000 to 200,000) to ensure roads are in good condition and are unrestricted. Projects within this program should preserve and/or improve the conditions of the local federal-aid route as well as encourage and promote the safe and efficient management, operation, and development of the transportation systems to serve the mobility needs of people and foster economic growth and development.

Program Benefit

The STP-Local Urban Program benefits Idaho by providing funding for projects on local federal-aid routes within urban areas (population 50,000 to 200,000) improved access and mobility in the area.

Strategic Goals Met

Safety, Mobility & Economic Opportunity

Project Selection and Implementation

STP-Local Urban projects in areas with population from 50,000 to 200,000 are identified, prioritized, and scheduled by the relevant metropolitan planning organization (MPO) in consultation with their District.

Projects submitted from the MPOs are prioritized and selected by the Large Urban Balancing Committee. Projects are managed and developed by the MPOs, LHTAC, or District as appropriate.

The Urban Committee is composed of representatives from:

1. Kootenai Metropolitan Planning Organization (KMPO) representing the Kootenai County area
2. Lewis-Clark Valley Metropolitan Planning Organization (LCVMPO) representing the Lewiston, ID and Clarkston, WA area
3. Community Planning Association (COMPASS) representing the Nampa/Caldwell area
4. Bannock Planning Organization (BPO) representing the Pocatello/Chubbuck area
5. Bonneville Metropolitan Planning Organization (BMPO) representing the Idaho Falls/Ammon/Iona area

6. Twin Falls

Eligible Projects

Projects located on a local federal-aid route within an urban or urbanized area are eligible for:

- Construction
- Reconstruction
- Rehabilitation
- Resurfacing
- Restoration
- Preservation
- Safety Improvements
- Urban Transportation Plans

Ineligible Projects

- Projects not on a designated federal-aid route.

Funding Allocation

The **Large** Urban Balancing Committee is responsible for submitting the STP-Local Urban Program into the STIP using OTIS. Each individual project will be entered/updated in OTIS as part of the submittal. For each new local project, the **Large** Urban Balancing Committee will be required to submit maps through OTIS to clearly identify a project's location and the ITD-2435 Federal-Aid Project Request form.

Fiscal Year (FY) increases due to project overruns or advances are offset by the **Large** Urban Balancing Committee. FY decreases due to project under-runs or delays belong to the **Large** Urban Balancing Committee. Cost decreases to prior year projects belong to the **Large** Urban Balancing Committee. Funds must be obligated by the end of the federal fiscal year. Any obligations not in OTIS by August 1 (FFY Q4) will need to be included in the End of Year Plan.

Obligations do not automatically get processed after August 1 (FFY Q4) unless identified in the End of Year Plan. Unobligated funds not identified in the End of Year Plan are available statewide to deliverable projects outside of this program.

References

- Allocation of Surface Transportation Program Apportionments To Local Public Agencies 4028, 4028S and 5028; 23 USC 104(b)(3), 133, 217; 49 USC 52 and subject to ITD Board Policy 4028 limitations
- Urban Balancing Committee MOU

Project Guidelines

Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, operational improvements, safety improvements, and other activities as set forth in 23 USC 133, 217, and 49 USC 53. Project must be located on a designated federal-aid route within an urban or urbanized area less than 200,000 population (population between 50,000 and 200,000).