

Topic: Status Report – Federal- Aid Funding

Purpose: Information only.

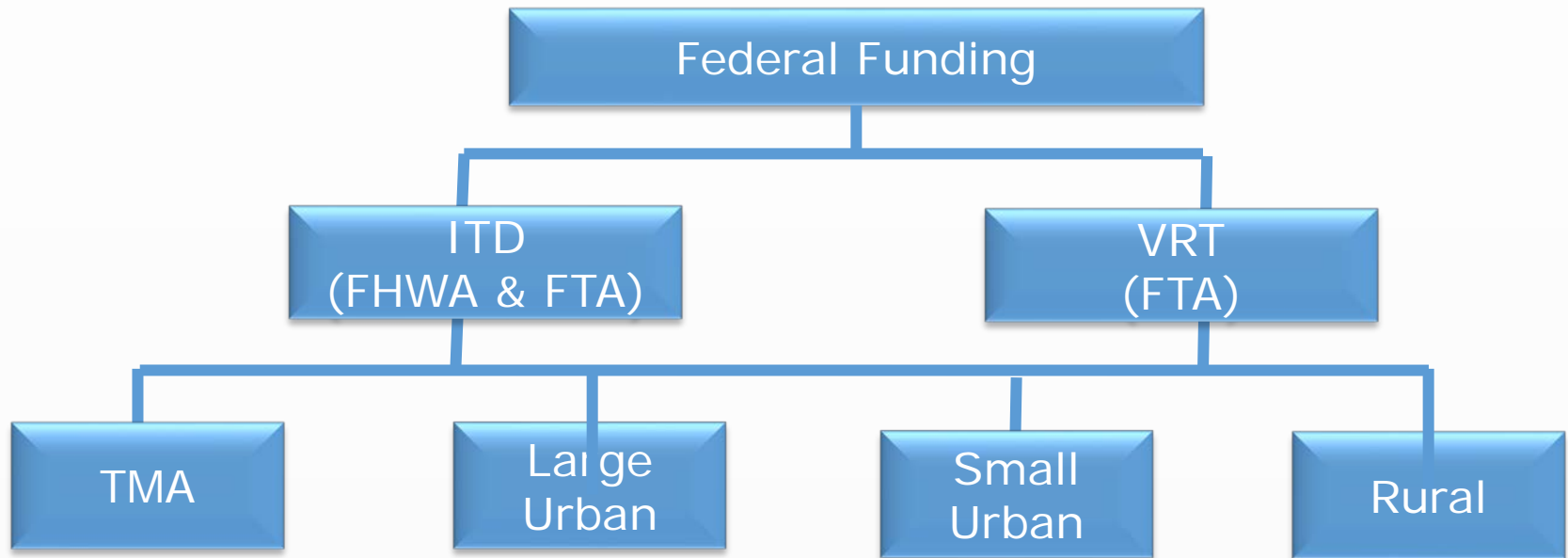
Toni Tisdale, Principal Planner
Resource Development Team Lead

Impetus of Concerns

Certification Review, August 1, 2022

- Two recommendations for TIP:
 - “COMPASS should include both performance-based planning and congestion management strategies/measures as part of project evaluation criteria for all projects included in the TIP, not just the STBG and TA funded projects.”
 - “COMPASS should clearly demonstrate how the equity considerations for underserved and underrepresented populations are incorporated into COMPASS’ Transportation Improvement Program project prioritization scoring process.”

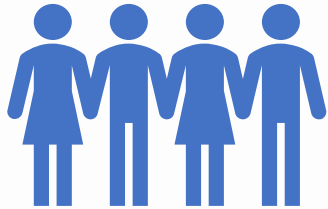
How Federal Funding Flows



Summary of Concerns

- ITD approved a convoluted formula and process for STBG apportionments.
- No representation or involvement for most project selection processes.
- Uncertainty for new programs:
 - How funds will be distributed
 - Interpretation of project selection
 - How MPOs will be involved
 - Who can submit applications

Introduction



**Census 2020 Urbanized
Areas**



**Implementation of ITD
Board Policy 4028
(STBG)**



TAP



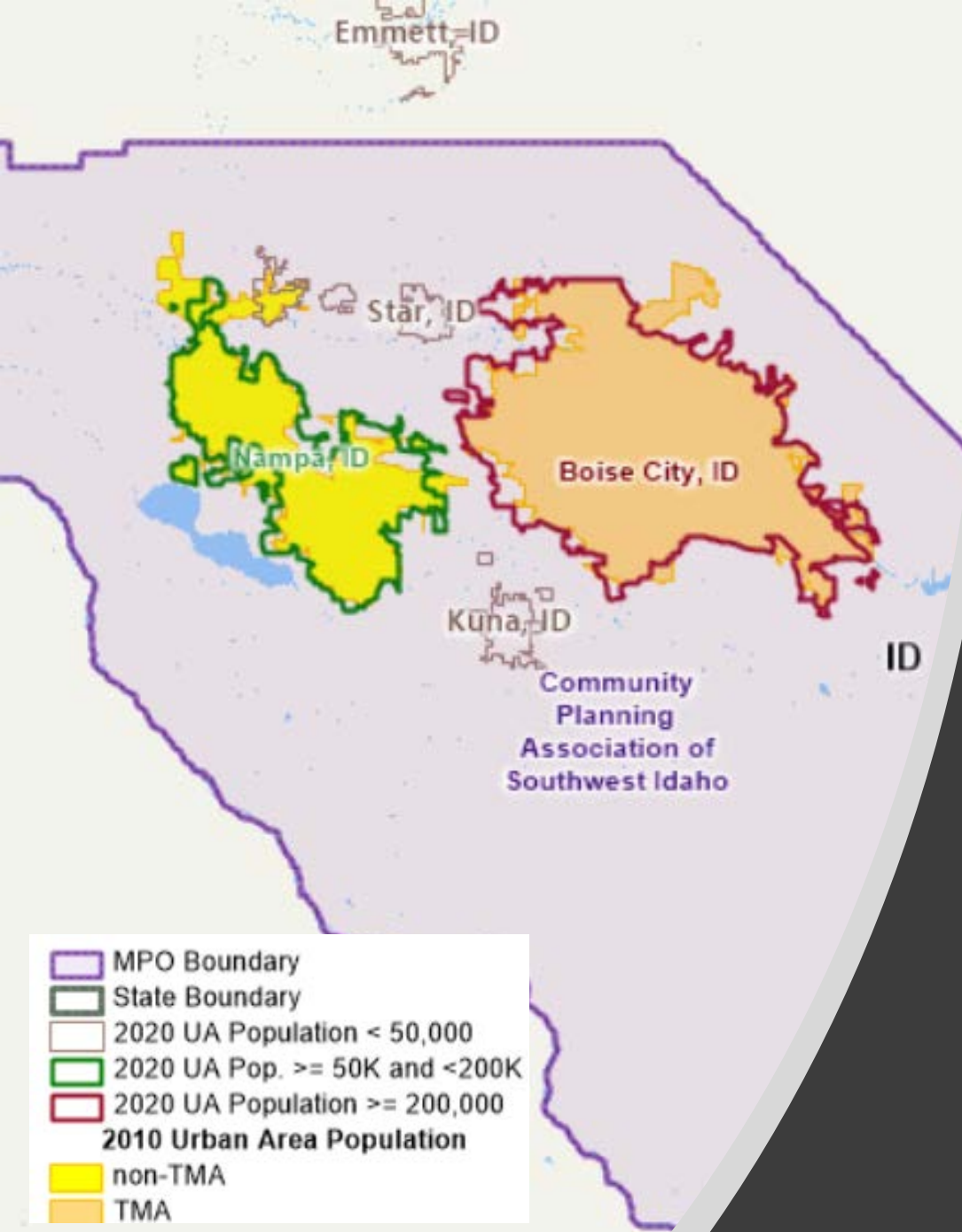
CRP



PROTECT



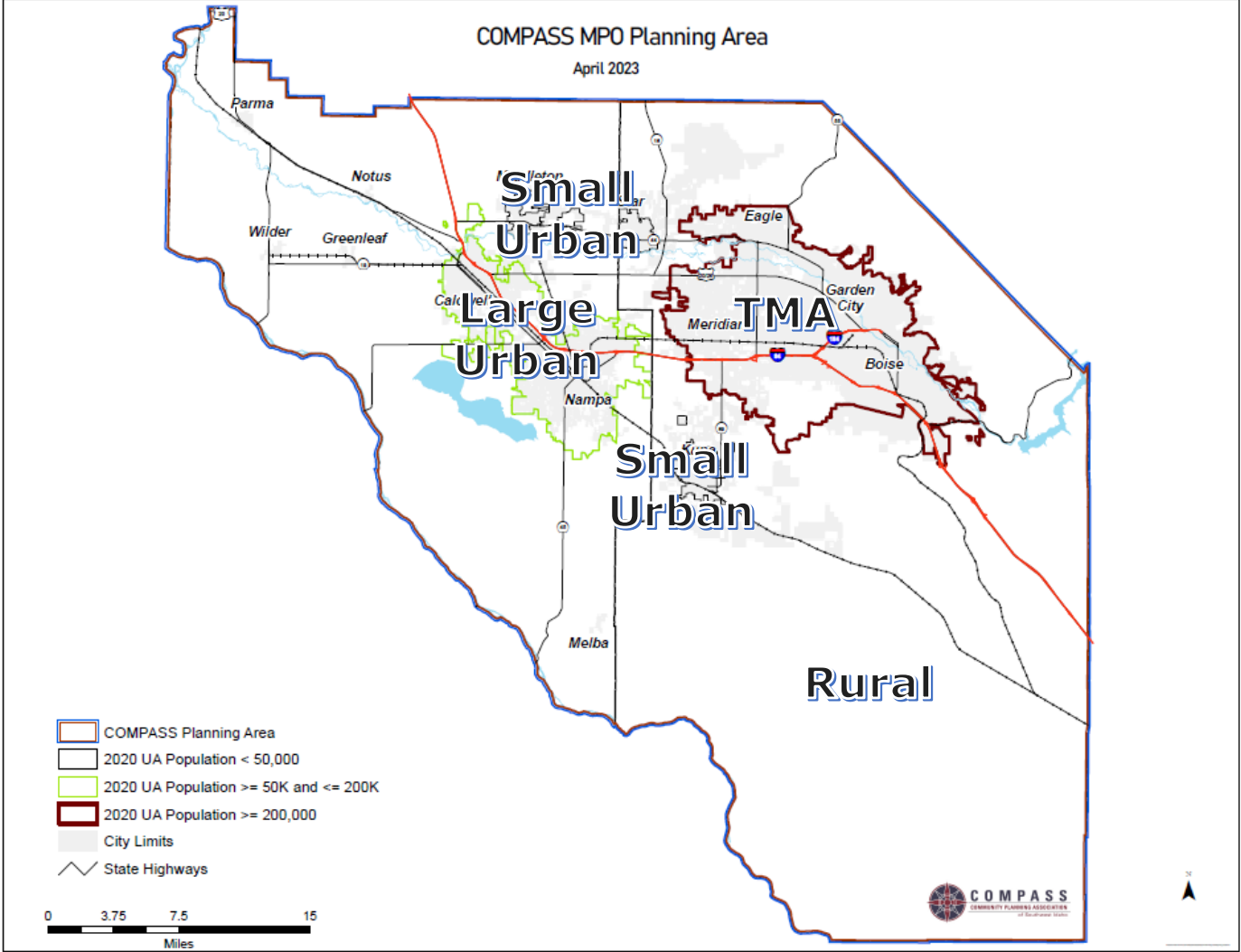
Next Steps

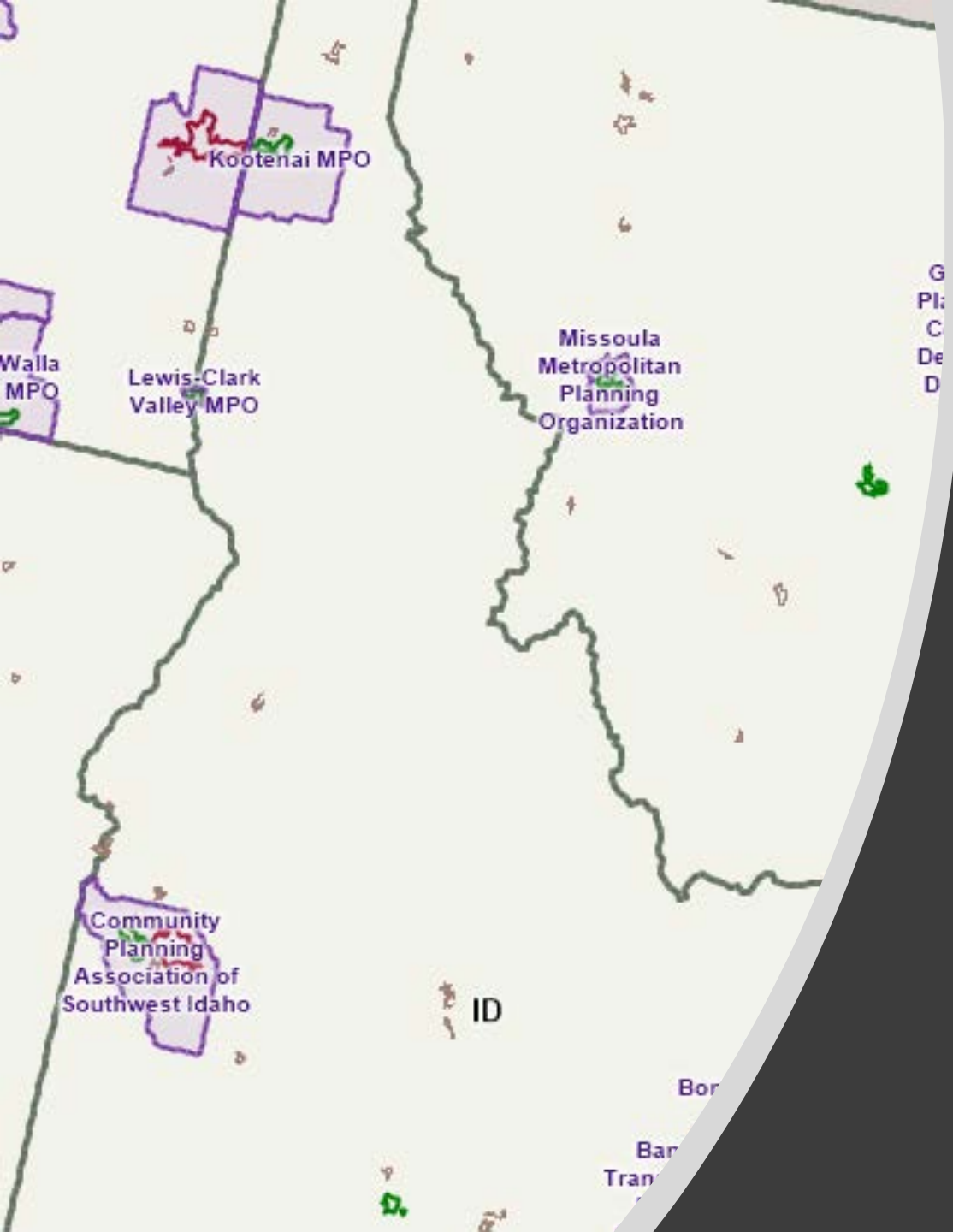


Census 2020 Urbanized Areas



Census Terms – COMPASS Geographies

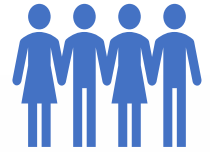




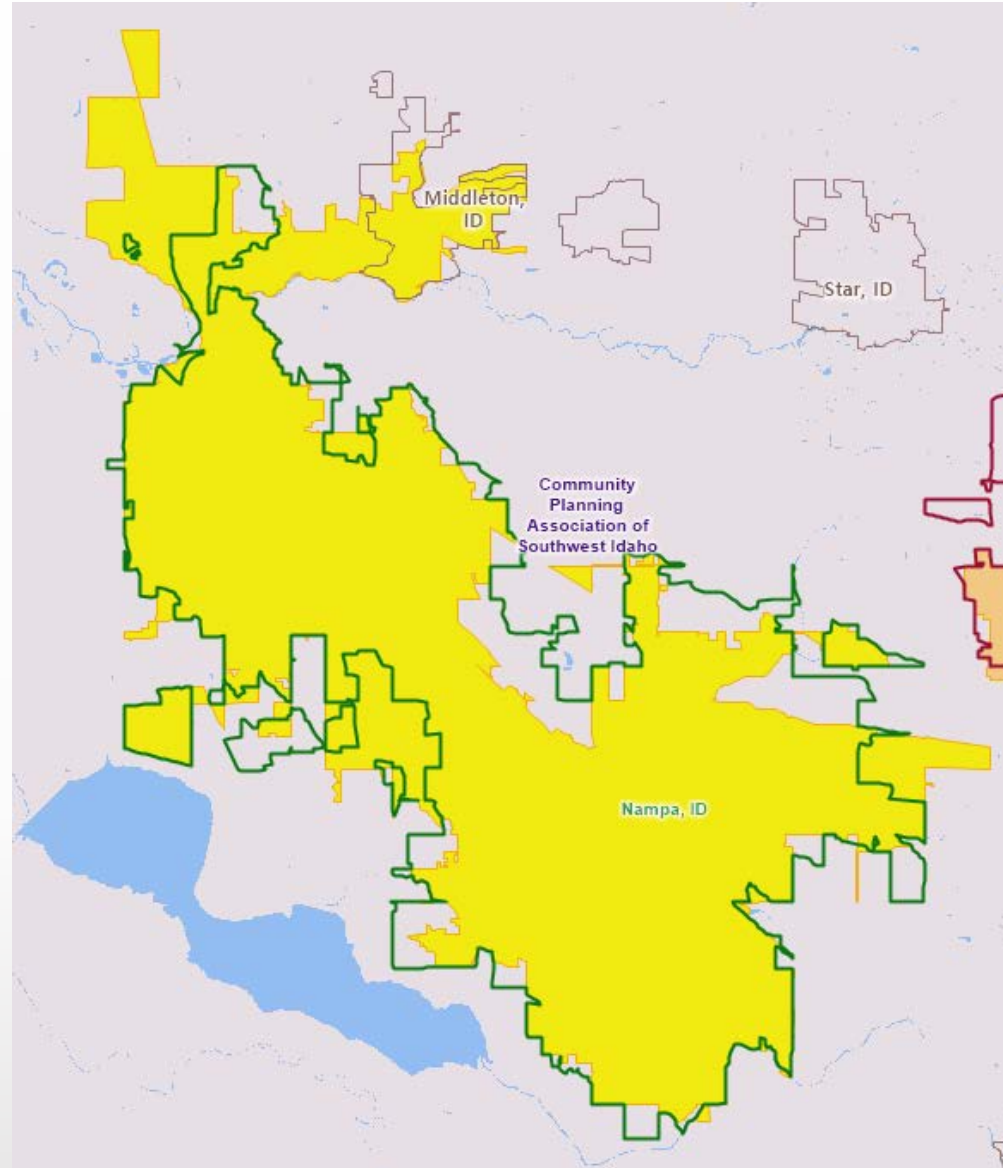
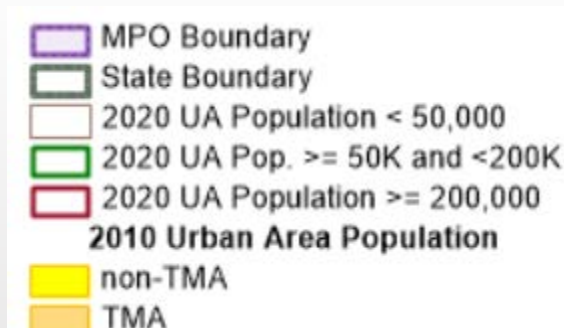
Idaho Urbanized Areas



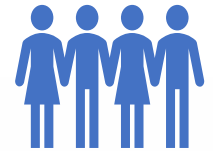
Changes that Affect our Region



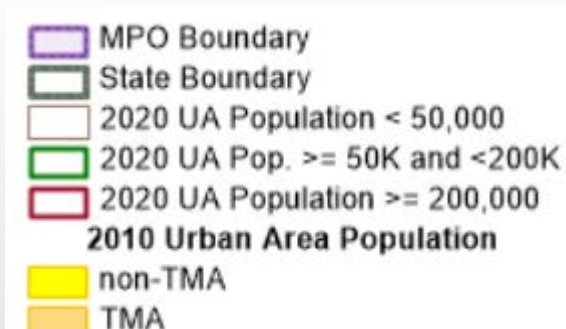
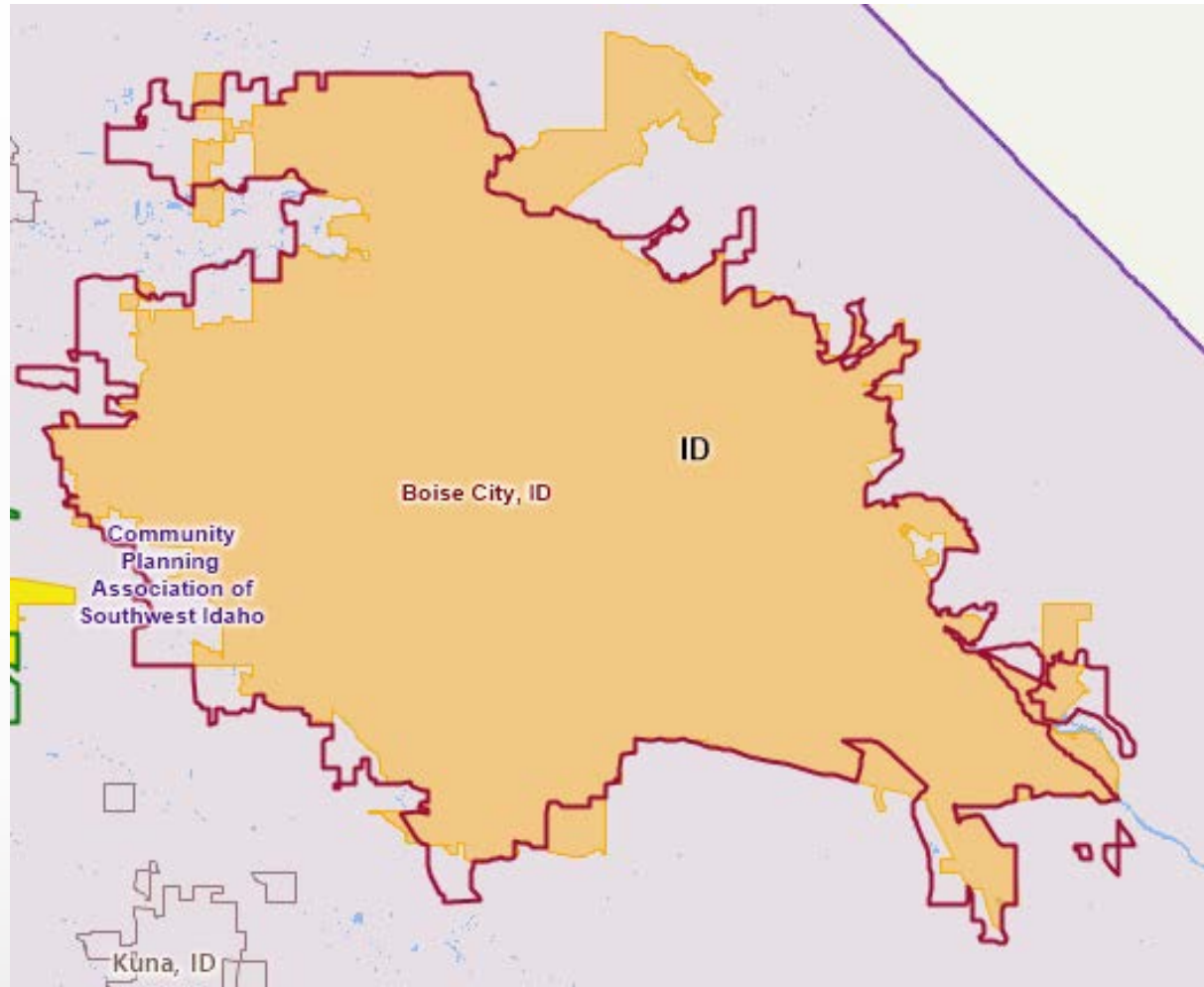
- Nampa Urbanized Area
 - Includes
 - Nampa
 - Caldwell
 - Middleton no longer included



Changes that Affect our Region



- Boise Urbanized Area
 - Includes
 - Boise
 - Meridian
 - Garden City
 - Eagle



Changes that Affect Idaho

City of Twin Falls is now a Large Urban Area.



- MPO Boundary
 - State Boundary
 - 2020 UA Population < 50,000
 - 2020 UA Pop. \geq 50K and <200K
 - 2020 UA Population \geq 200,000
- 2010 Urban Area Population**
- non-TMA
 - TMA

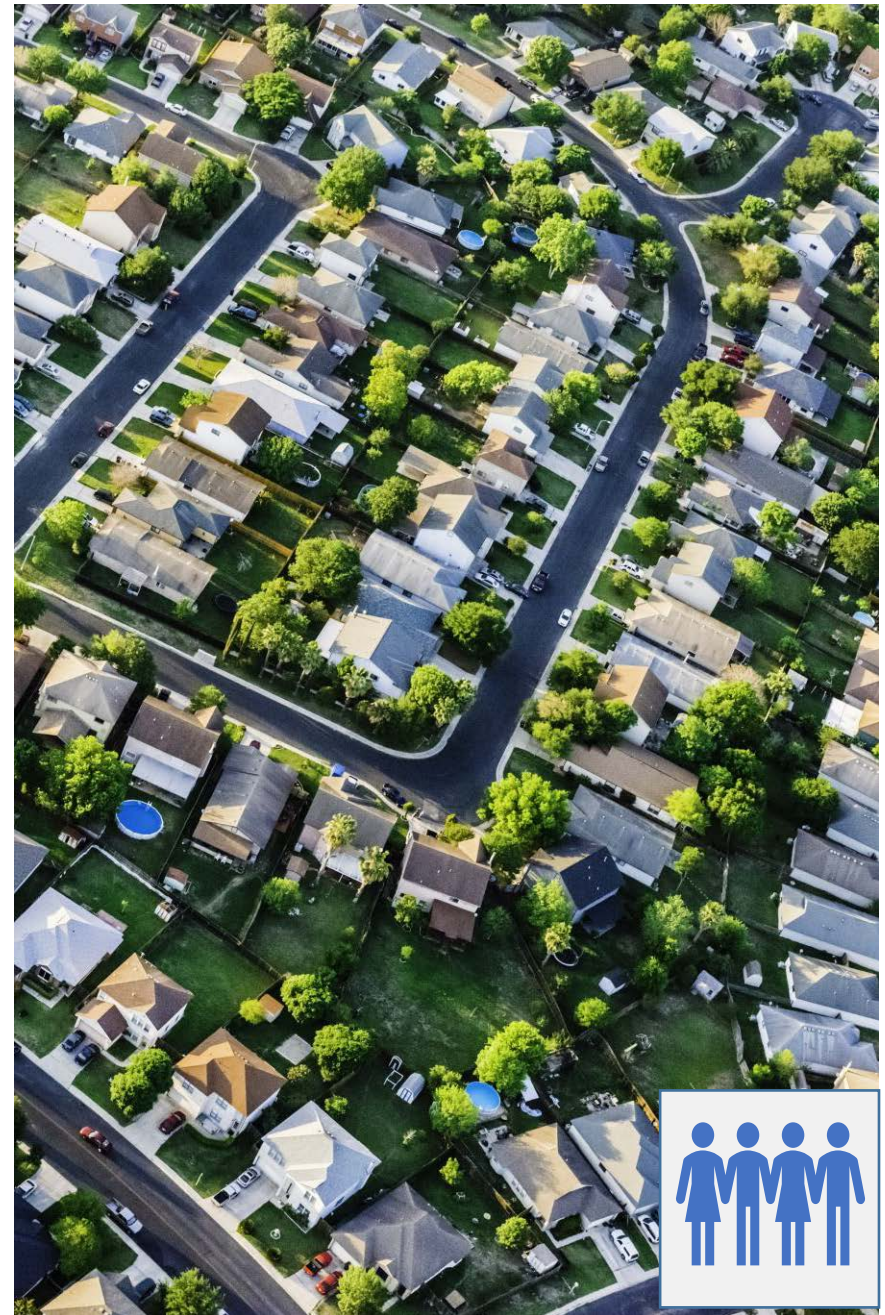


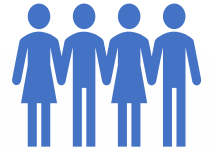


Changes that Affect Idaho

New Small Urban Areas:

- Ketchum
- McCall
- Shelley






Changes in Populations

2010	Population	Percentage of State	Urban / Rural Split
Statewide	1,567,582		
TMA	349,684	22.31%	66.48%
Large Urban	442,159	28.21%	
Small Urban	250,257	15.96%	
Rural	525,482	33.52%	33.52%

2020	Population	Percentage of State	Urban / Rural Split
Statewide	1,839,106		
TMA	433,180	23.55%	69.24%
Large Urban	569,674	30.98%	
Small Urban	270,583	14.71%	
Rural	565,669	30.76%	30.76%

See page 28



IT Board Policy 4028 (STBG)

- Allocations of Surface Transportation Block Grant
- Main changes in policy:
 - Breakout of Large Urban and Small Urban
 - Annual Urban Adjustment



IT Board Policy 4028 (STBG)

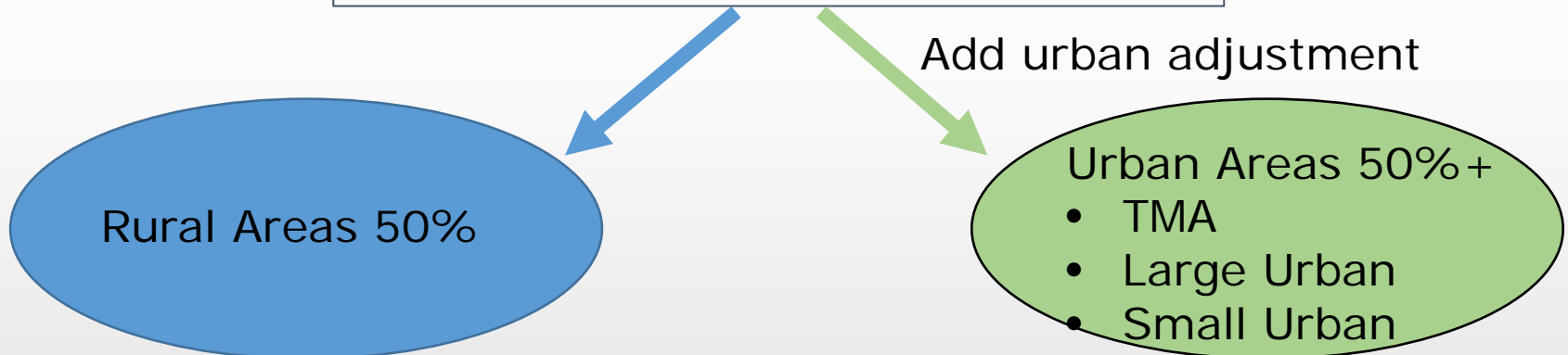


Total Federal Formula Apportionments

Deduct:

- State Planning and Research
- Congestion Mitigation Air Quality
- Transportation Alternatives Program
- Recreational Trails
- Carbon Reduction Program
- PROTECT

Net Formula Apportionments
X 12.6%



IT Board Policy 4028 (STBG)

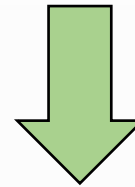


Rural Areas 50%



\$21,157,507

Urban Areas 50%+
• TMA
• Large Urban
• Small Urban



\$25,337,400

IT Board Policy 4028 (STBG)



Urbanized Area	Amount FY2023*	Estimated Amount FY2024**	Difference
Total Urban (with adjustment)	\$25,337,400	\$25,239,886	(\$97,514)
Transportation Management Area	\$11,279,444	\$11,279,444	N/A
Large Urban Areas (50,000 to 200,000)	\$8,977,048	\$9,464,843	\$487,795
Small Urban Areas (5,000 to 50,000)	\$5,080,908	\$4,495,599	(\$585,309)

* FY2023 based on 2010 Census

** FY2024 based on 2020 Census with 2023 appropriation

IT Board Policy 4028 (STBG) Effective Split

	Urban	Rural
2020 Population Split	69.24%	30.76%
STBG Split*	54.40%	45.60%

*using *estimated* FY2024 allocations

IT Board Policy 4028 (STBG) Availability



Estimated FY2024	TMA	Large Urban	Small Urban	Rural
Old ITD Policy	\$11M	\$12M		\$21M
New ITD Policy	\$11M	\$10M	\$5M	\$21M
FHWA Apportionment Tables	\$11M	\$14M	\$8M	\$17M
Difference: New ITD Policy and FHWA Apportionment Tables	\$0	(\$4M)	(\$3M)	\$4M

MPOs recommended using the FHWA Apportionment Tables – simple and straight forward. ITD approved a convoluted formula and process.

Amounts are estimated based on FY2023 federal allocations and split with 2020 Census and do NOT include local match

Transportation Alternatives Program (TAP) - Eligibility



Trail Facilities
(non-
motorized)

Infrastructure-
Safe Routes for
Non-Drivers

Turnouts,
Overlooks, and
Viewing Areas

Community
Improvement
Activities

Environmental
Mitigation

Safe Routes to
School program

Micromobility

Transportation Alternatives Program (TAP) - Selection



- An ITD Selection Committee score projects
- LHTAC recommends selection

LHTAC Council Representatives		
Power County HD (7,950)	Madison County (53,881)	City of Roberts (539)
Buhl HD (Chair) (4,507)	Benewah County (Vice) (9,931)	City of Kellogg (Sec/Treasurer) (2,374)
City of Fruitland (6,454)	South Latah HD (40,313)	Gem County (19,792)
Idaho Association of Counties	Association of Idaho Cities	Idaho Association of Highway Districts

Transportation Alternatives Program



FY2023	TMA	Large Urban	Small Urban	Rural	Any Area
FHWA Apportionment Tables	\$1M	\$1.3M	\$730K	\$1.5M	\$3.2M

No MPO representation in project selection and little coordination on projects within MPO planning area boundaries.

Amounts based on FY2023 federal allocations and do NOT include local match

Carbon Reduction Program (CRP)- Eligibility



Traffic
Monitoring

Public
Transportation

Transportation
Alternatives

ITS and V2I

Energy Efficient
Street Lighting
and Control
Devices

Congestion
Mitigation
Strategies

Alternative
Fuels

Demonstrate
Reduction in
Emissions



Carbon Reduction Program (CRP) - Selection

Statewide Carbon Reduction Strategy



Regional Carbon Reduction Strategy

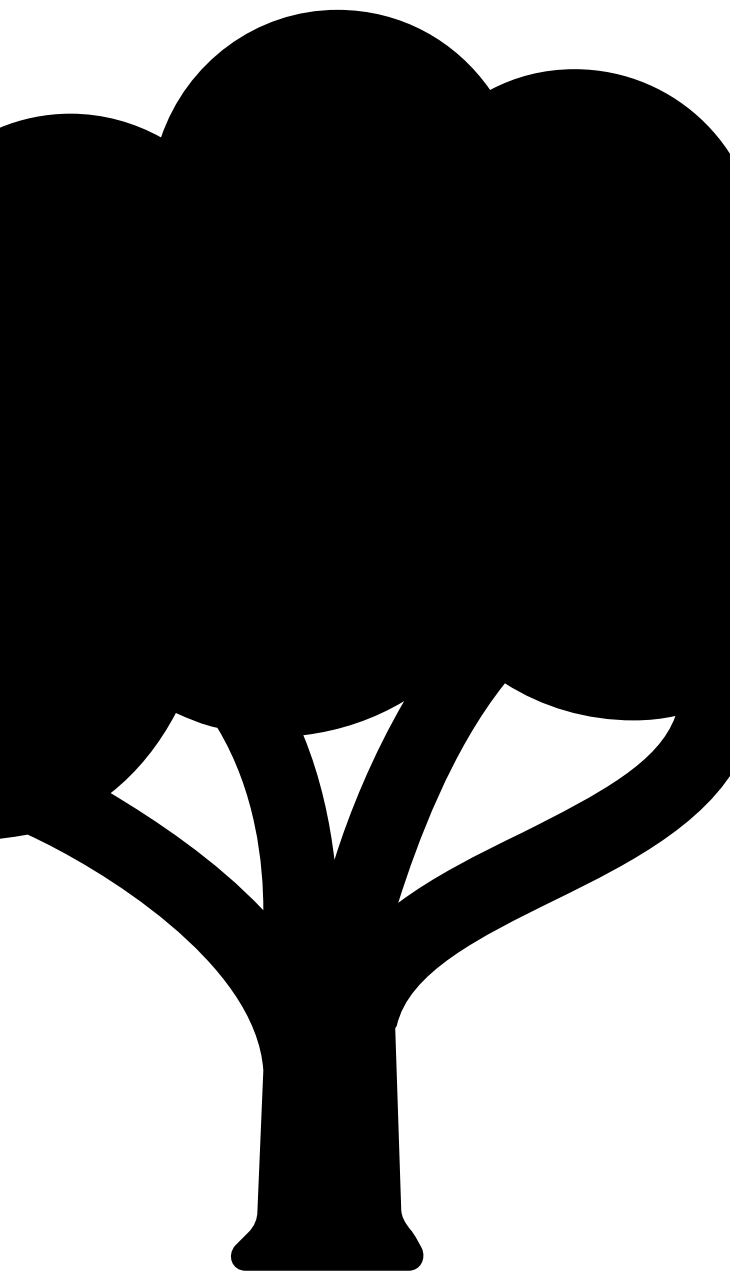


Unclear:

Program Development

MPO involvement

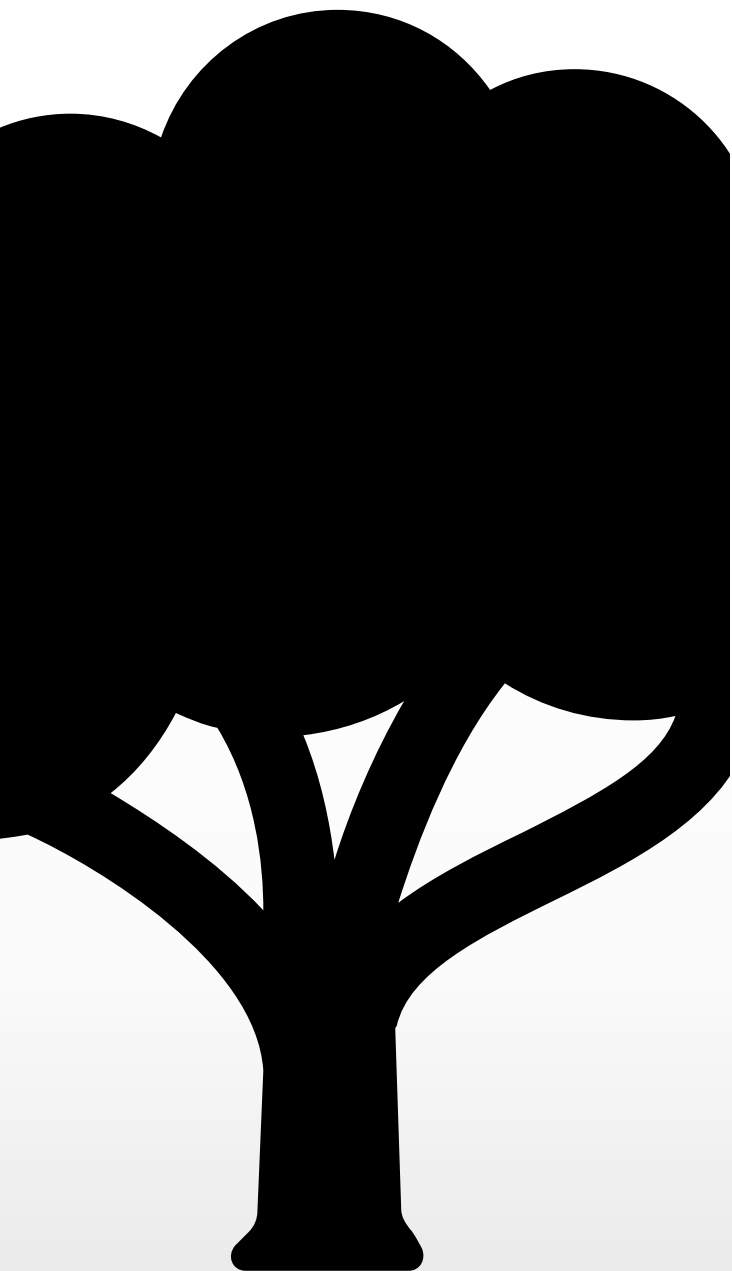
Applications





Carbon Reduction Program (CRP) - Selection

- New Development



Carbon Reduction Program (CRP) - Selection



Coordination Requirements

- Before obligating funds for eligible projects and prior to determining which activities should be carried out in an area, a State must:
 - **coordinate** with any non-Transportation Management Area (TMA) MPO that represents an urbanized area; 23 U.S.C. 175(e)(4)
 - **consult** any MPO or Regional Transportation Planning Organization that represents a rural area; 23 U.S.C. 175(e)(5)
- **In TMA areas, the TMA has selection authority per 23 CFR 450.332(c)**
- Remember, these are formula funds, not discretionary grants, and State requirements may also apply

Carbon Reduction Program (CRP) - Funding



FY2023	TMA	Large Urban	Small Urban	Rural	Any Area
FHWA Apportionment Tables	\$1.3M	\$1.7M	\$1M	\$2M	\$1.9M
		Nampa			
		\$580K			

Unsure how funds will be distributed, MPO involvement, or application process. We do not agree with ITD's interpretation of project selection.

Amounts are based on FY2023 federal allocations and do NOT include local match

PROTECT- Eligibility



Roadway
Improvements

Natural
Infrastructure

Update to
Meet/Exceed
Design
Standards

Floodwater and
Drainage
Mitigation

Resilience
Improvement
Plan

Stabilize Slide
Areas/Slopes

Lengthen/Raise
Bridges

Seismic
Retrofits on
Bridges

Erosion Control

PROTECT - Differences



- Statewide program
- 20% local match
 - Reduce 7% if ITD develops Resilience Improvement Plan
 - Reduce 3% if incorporated into MPO plans
- Funds ONLY for the difference in cost of project and the increased mitigation for resiliency measures



PROTECT - Selection

Statewide Resilience
Improvement Plan



Unclear:

Program
Development

MPO
involvement

Applications

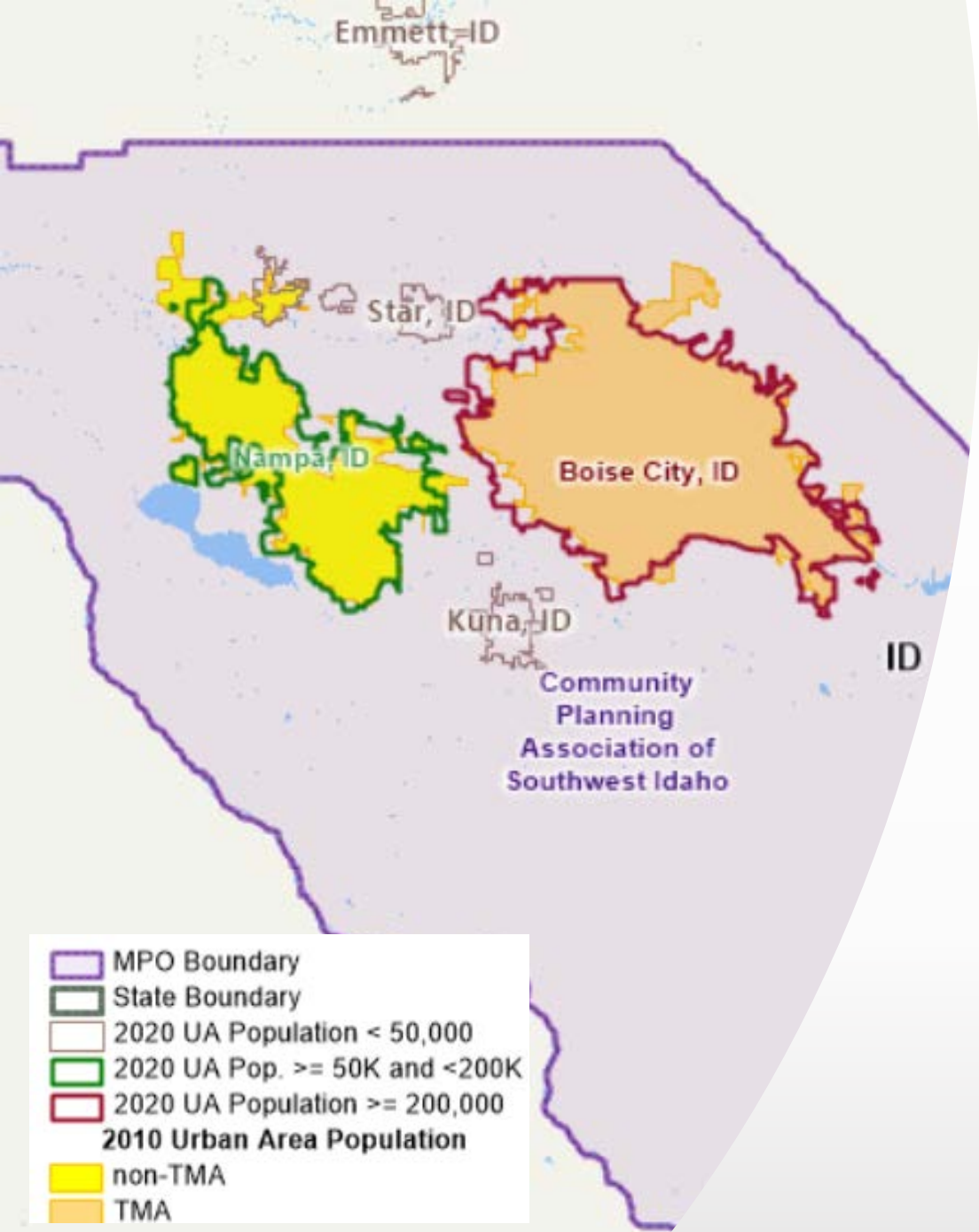
PROTECT - Funding



FY2023	Total	Planning	Limitations	
FHWA Apportionment Tables	\$10.3M	\$210K	40% for New Capacity	10% for Design Phase

Unsure how funds will be distributed, MPO involvement, or application process.

Amounts are based on FY2023 federal allocations and do NOT include local match



Next Steps



Summary of Concerns

- ITD approved a convoluted formula and process for STBG apportionments.
- No representation or involvement for most project selection processes.
- Uncertainty for new programs:
 - How funds will be distributed
 - Interpretation of project selection
 - How MPOs will be involved
 - Who can submit applications

Questions or
Comments

