



SURFACE TRANSPORTATION BLOCK GRANT RURAL (STBGR) EXCHANGE PROGRAM

Purpose

This policy implements Board Policy 4030. It authorizes the Chief Engineer to enter into agreement with the Local Highway Technical Assistance Council to exchange funds and provides criteria for eligible participants in the Local Rural Highway Investment Program, for eligible projects, and for administering these funds.

Legal Authority

- Idaho Code 40-312(2) – Authority of Board to promulgate rules for the expenditure of all moneys appropriated or allocated by law to the Department or the Board.
- Idaho Code 40-317 – Authority to enter into cooperative agreements with the federal government and local governments.

Local Rural Highway Investment Program

The Idaho Transportation Board in conjunction with the Idaho Transportation Department (ITD) and the Local Highway Technical Assistance Council (LHTAC) has developed the Local Rural Highway Investment Program to assist the small cities, counties, and highway districts to improve their investment in their public highway and street infrastructure.

Effective Federal Fiscal Year 2021, October 1, 2020, the maximum annual STBGR apportionments will be limited to \$5,000,000 after reductions for any Federal obligation authority limits applied to STBGR apportionments. The rate of exchange shall be .80 State Highway Account dollars for each STBGR apportionment dollar. Not more than \$4,000,000 is annually available for exchange from the State Highway Account. At the request of the Idaho Transportation Board, the LHTAC has agreed to administer this program and account for the expenditures of the funds based on criteria established by the Idaho Transportation Board and the LHTAC. The LHTAC's administration expenses for this program will come from the Highway Investment Program pool of funds on an annual basis.

The Chief Engineer shall enter into an agreement with the LHTAC authorizing the LHTAC to administer the Local Rural Highway Investment Program (LRHIP). The agreement shall insure that the administration of Local Rural Highway Investment Program adheres to the requirements of Board policy 4030 and this policy. The agreement shall commit the LHTAC to adherence to accepted general governmental accounting principles in the receipt, budgeting, and expenditure of State Highway Account funds provided by the Department for the Local Rural Highway Investment Program.

Local Rural Highway Investment Program funds may be used for partial to full funding on the following:

1. Single highway projects,
2. Match for a Federal-aid highway project,
3. Transportation Planning,
4. Signing projects, and
5. Emergency projects

Organizations eligible to receive funds under the Local Rural Highway Investment Program:

1. Must be a local highway jurisdiction (LHJ) with jurisdiction over roadways outside urban areas with 5000 population or greater,
2. Must be assessing property tax for roads and bridges, or using a substitute property tax (forest funds, sales tax, payment in lieu of taxes, etc.) for roads and bridges, and

Project Criteria

The following criteria must be met in order for a project to be eligible for Local Rural Highway Investment Program funds:

1. The project must be on a rural public highway (outside urban area with 5000 population or greater).
2. There is a maximum limit of \$ 250,000 on the amount of funds available to any one (1) jurisdiction in any given year, \$150, 000 construction grant plus \$100,000 emergency grant.
3. Recipients of these funds will be required to notify LHTAC if the funds are utilized for project expenditures different than that shown on the approved application.

All funds expended shall be done so in accordance with State of Idaho Procurement Rules.

Administration

Annually, LHTAC will take applications from the local highway jurisdictions eligible for this program. The applications with instructions will be sent out annually in the Fall.

Applications are to be turned in before December 31. State funds can be made available the following calendar year depending on the availability of Federal and State appropriations.

This Program encourages the use of these funds to make capital expenditures, such as materials and contracts on various projects. The funds could also be used for the non-Federal matching funds on a Federal-aid highway or planning project in a rural area. STBG- Rural, Transportation Alternatives Program (TAP), Offsystem and Local Bridge, Local Safety and Federal Lands Access Program are among the Federal programs that could be matched.

The LHTAC shall maintain a program of the projects on which the Local Rural Highway Investment Program funds are used. The LHTAC shall report the status of projects, the balance of Program funds, and the annual costs of administration using Program funds to the Idaho Transportation Board on an annual basis.

Brian W. Ness
Director

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