

Bonneville Metropolitan Planning Organization

BMPO

1810 W. Broadway
Suite 15
Idaho Falls, ID 83402

Serving the citizens of Bonneville
County and the Cities of Ammon,
Idaho Falls, Iona and Ucon

Transportation Improvement Program FY 2017—2021

Approved and Adopted
September 21, 2016



Fiscal Year 2017
Transportation Improvement Program
Approved and Adopted September 21, 2016

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Serving the citizens of the Cities of Ammon, Idaho Falls, Iona and Ucon
and the urbanized portions of Bonneville County

Darrell M. West
Director

This document was prepared by the Bonneville Metropolitan Planning Organization (in cooperation with the Cities of Ammon, Idaho Falls, Iona and Ucon and Bonneville County, Idaho Transportation Department and Targhee Regional Public Transportation Authority). It was financed in part by funds from the U.S. Department of Transportation. The opinions, findings, and conclusions expressed in this publication are those of the author and not necessarily those of the U.S. Department of Transportation.

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FISCAL YEAR 2017-2021
TRANSPORTATION IMPROVEMENT PROGRAM

Resolution

WHEREAS, the "Fixing America's Surface Transportation" or "FAST Act", as defined in 23 CFR 450 and 500 and 49 CFR 613, calls for each metropolitan planning organization to have a Transportation Improvement Program (TIP); and

WHEREAS, the BMPO Policy Board maintains the TIP is fiscally constrained by year and by each governmental entity; and

WHEREAS, the 1990 Clean Air Act Amendments require a conformity determination to be made on projects in the six-year program in non-attainment areas, in which BMPO has been designated as an attainment area; and

WHEREAS, all projects proposed for Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding have been identified within the TIP and do not exceed the proposed funding levels available within the current program year; and

WHEREAS, the total Federal share of projects included in the second, third, fourth and/or subsequent years of the TIP do not exceed levels of funding committed, or reasonably expected to be available, to the area; and

WHEREAS, it is agreed that after Policy Board and Idaho Transportation Board approval, the TIP shall be included without modification, directly or by reference, in the State TIP program required under 23 USC 134(j), 49 USC 5303(j) and § 450.324 and shall be consistent with FHWA and FTA joint approval.

THUS, BE IT KNOWN that the BMPO Policy Board hereby endorses the Fiscal Year 2017-2020 Transportation Improvement Program as presented to us in the September 14, 2016 meeting and said transportation program is in conformance with the State Transportation Improvement Program.

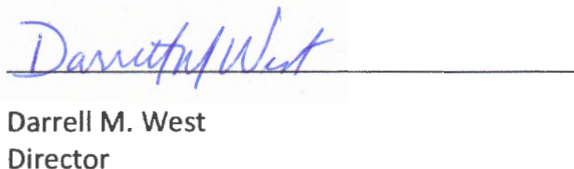
ADOPTED the 21st day of September, 2016.

SIGNED:



David Smith
BMPO Policy Board Chairman

ATTEST:



Darrell M. West
Director

Introduction

The Bonneville Metropolitan Planning Organization (BMPO) is an agency designated by the Governor of Idaho to conduct a continuing, comprehensive, and cooperative transportation planning process in the urbanized area under the direction of elected officials from the Cities of Ammon, Idaho Falls, Iona and Ucon and the urbanized portions of Bonneville County, and Targhee Regional Public Transportation Authority (TRPTA), in conjunction with the Idaho Transportation Department (ITD). Under the requirements of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) the BMPO has the responsibility to develop a Transportation Improvement Program (TIP) for the area.

The BMPO's TIP is a short range six-year program of highway, and transit projects for the Bonneville Metropolitan Area. It is a compilation of projects from various Federal, State and local funding programs. The TIP is updated annually.

The TIP is presented in four sections.

I. Funding

- A. Federal sources
- B. State sources
- C. Local sources
- D. Private sources

II. Programming Process

- A. Identification, evaluation and selection of projects
- B. Review and approval
- C. Fund authorization and obligation

III. TIP Amendment and Administrative Modification Process

- A. When Amendments are required
- B. Amendment Process
- C. When Administrative Modifications are performed
- D. Administrative Modification Process

IV. Annual Listing

V. Bonneville Metropolitan Area TIP

- A. Funding programs and projects
- B. Financial Plan

I. Funding

Funding sources for transportation improvement projects are needed if the recommended projects are to be constructed. Funds may be provided from Federal, State, and local governments as well as private developers. The following is a brief summary of available funding sources that can potentially be used in the Bonneville Metropolitan Planning Area (BMPO).

A. Federal Sources

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) provide the major source of funds from the federal government for transportation improvements. However, funds can be acquired from other federal agencies. Available funding sources include:

FHWA

National Highway Performance Program (NHPP)

Funds are used to support the condition and performance of the National Highway System (NHS). Eligible activities include but are not limited to the construction, reconstruction, rehabilitation and preservation of interstate and highway segments, including bridges. Safety and bicycle and pedestrian improvements are also eligible activities.

Surface Transportation Program (STP)

Funds can be used by States and localities for projects to preserve and improve the condition and performance on a Federal-aid highway and bridge on any public road. Funds can also be used for transit capital, bicycle and pedestrian and planning projects. A broad range of activities are eligible for funding. Primary activities include construction, rehabilitation and preservation of roadways and bridges.

Highway Safety Improvement Program (HSIP)

Funds support projects that improve the safety of road infrastructure by correcting hazardous locations or by making improvements. Eligible activities include strategies or projects that are consistent with the data-driven State Strategic Highway Safety Plan (SHSP). The Railway-Highway Crossings Program is included in the HSIP to fund safety improvements that reduce the number of fatalities, injuries, and crashes at public grade crossings.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Funds are provided to State and local governments for transportation projects and programs to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards. Eligible activities include but aren't limited to the operation of traffic monitoring and management programs, projects that improve traffic flow such as signalization, HOV lanes, turning lanes and projects that shift demand including telecommuting and ridesharing.

Transportation Alternatives Program (TAP)

Funds provide for alternative transportation projects. Eligible activities are primarily focused on but not limited to the construction, planning and design of infrastructure and systems that improve access for bicyclists and pedestrians and creates safe routes for non-drivers.

FTA

FTA 5303

Funds are available for transit planning activities within a metropolitan area.

FTA 5307

Funds are provided to local transit agencies to support public transportation services in an urbanized area. The major subcategories include:

Capital – Funds cover everything from purchase and rehabilitation of transit vehicles to purchase of equipment such as bus stop signs and computers.

Operations – Funds cover the operation of the public transportation services.

Paratransit Service – Funds are used to provide transit services to eligible riders with disabilities. The services are complementary to existing fixed route services.

Planning – Funds may be used to support planning activities as identified in the Unified Planning Work Program (UPWP).

Preventive Maintenance – Funds can be used to cover maintenance costs.

FTA 5310

Funds are available for capital expenditures of private non-profit and public agencies providing public transportation services to the elderly and disabled.

FTA 5339

Funds provide capital funding to replace, rehabilitate and purchase bus related equipment and construct bus facilities.

Other Federal

Community Development Block Grants

Funds may be used for various transportation improvements which benefit an area with low and moderate incomes, meet an urgent public health and safety need and eliminate blight.

Economic Development Grants

Funds may be used for public facilities such as access roads to industrial parks or other economically significant areas. Projects must fulfill a crucial need to improve employment opportunities in the area.

B. State Sources

State Funded Program (ST) - Funds used for low cost State highway construction projects that can be developed at a lesser expense than required Federal funding. Funds may be used for pavement improvements, bridge repair, and other unanticipated projects.

Restricted State Funds - Funds are primarily used for capital improvements including pavement, bridge and railroad crossings. Fifty percent (50%) of the funds are retained by ITD and fifty percent (50%) are allocated to the cities and counties within the State. Funds may also be used to match Federal funds.

C. Local Sources

Local funding sources may be used as a local cash match or for transportation projects not supported by Federal funds. Local sources presently available for funding in the metropolitan area include general revenue, special improvement district, bonds, tax increment financing, and property tax levies.

D. Private Sources

Private funding sources may include dedications of right-of-way and new roads, development fees or actual contributions.

II. Programming Process

A. Identification, evaluation and selection of projects

Projects for development within the urbanized portions of Bonneville County were identified by the appropriate local and State staff members and elected officials. These projects were evaluated for reduction of overall traffic congestion; environmental impacts; ability to move goods, services and people; intermodal connectivity; conformance with transportation plans; economic feasibility to the metropolitan area; and fiscal constraint.

Typically, all major projects programmed in the TIP are a product of a metropolitan area's Long Range Transportation Plan (LRTP). The LRTP identifies needs through 2040 and was approved in May 2016. The Plan consists of highway and transit improvements to meet the perceived 20-year needs of the metropolitan area. The Plan is updated every five years or amended as needed.

B. Review and approval

Two primary committees assist the BMPO in development, review and approval of the TIP. The Technical Advisory Committee is composed of professional engineers and planners working for the entities within the region. It is their responsibility to advise the Policy Board and BMPO regarding technical matters related to the development of the TIP. The BMPO Policy Board is composed of elected officials and transportation representatives within the area. This committee provides a policy advisory function and serves as a forum for discussion of TIP related transportation issues and policies.

The Idaho Transportation Board, as the representative of the Governor of Idaho, approves the Metropolitan TIP and includes it in the Statewide TIP.

All projects reflected in the TIP have the opportunity to be reviewed by citizens of the communities through various public participation efforts in coordination with the ITD.

C. Fund authorization and obligation

All project development must follow the procedures outlined by Federal guidelines. Steps include completion of environmental studies, review and approval of the design, purchase of the necessary right-of-way, and approval of final plans, specifications, and estimates. Each step may be eligible to receive Federal funds, although project sponsors are encouraged and sometimes required to use their own funds for certain steps.

When a highway project reaches the construction stage, the sponsor may request authorization to advertise for bids and obligate funds from FHWA. The priorities set in developing the program determine which will be able to receive funding. These priorities can be amended at any time by policy action of the BMPO.

The transit provider or grant recipient applies directly to FTA for fund approval of Federal-aid transit projects.

III. TIP Amendment and Administrative Modification Process

The following process will be used when an amendment or administrative modification is required to the TIP.

The intent of this process is to streamline the TIP review and approval process by identifying those TIP modifications which require BMPO review and action and those that can be approved by BMPO staff.

A. Amendments are required when:

- C Adding a new non-grouped project into the four-year TIP including project advancements.
- C Removing a non-grouped project within the first four years of the approved TIP including project delays.
- C Either the percentage change to an individual project's total cost is greater than 30% or the total project cost changes by at least \$2,000,000. This rule is applicable for projects with an original total cost of \$500,000 or more.
- C A project with an original cost of less than \$500,000 and the cost changes by \$150,000 or more.
- C Cost changes to one or more grouped projects result in a percentage change to the group control total of at least 30% or a dollar cost change to the group control total of at least \$2,000,000.
- C Change in funding across modes (e.g. funding source changes from highway to transit or vice versa) unless the project is grouped.
- C Major changes in project scope (e.g. number of through traffic lanes).
- C Changes in a project location limits greater than a net .25 miles.

B. Amendment Process

- C Post amendment for 15 days prior to review (see Public Involvement Plan).
- C TAC approves and makes recommendation.
- C Obtain Policy Board approval.
- C Notify ITD for STIP amendment.
- C Post amendment on website.

C. Administrative Modifications are performed when:

Administrative Modifications are performed for any project changes other than those described for amendments (III. TIP Amendment and Administrative Modification Process Item A)

Additionally, any corrections to errors in the TIP will be handled as Administrative Modifications. These include corrections to:

- C Improvement type
- C Project limits
- C Functional classifications
- C Typographical errors
- C Transposed numbers
- C Key numbers
- C Project description (not changing the scope)

D. Administrative Modification Process

- C Post modification on website.
- C Inform TAC and Policy Board via consent items.
- C As appropriate, notify all other agencies that modification has been posted.

IV. Annual Listing

An annual listing identifying the completed or obligated projects from the first year of the prior year's TIP is published and approved by the BMPO Policy Board in November or December. The listing will provide detailed information about each project including location, costs, photos, and other project elements.

V. Bonneville Metropolitan Area Transportation Improvement Program

A. Funding programs and projects

The TIP is a consolidation of Federal-aid projects for the region. Table I identifies projects that have been grouped, major highway construction projects and transit operating, capital assistance and planning projects. Regionally significant projects having an impact on the regional transportation system are also identified if such projects are under development. These projects are: (1) substantial such as major widenings, re-alignments, etc., (2) major transportation facilities such as a principal arterial and (3) when other federal, state, local or private sources are used.

The TIP identifies the priorities of each project by year. Each project is identified by its location, type of work, funding category, estimated construction cost, and sponsor. Priorities are not identified for projects within the same fiscal year. Projects scheduled for the first three years of the program are eligible to receive funding during the program's first year. Projects beyond three years are for informational purposes only and an amendment to the TIP is required to move them to the first three years of the program.

Figure 1, located on page 22, identifies the general location of specific infrastructure investments within the BMDA. Note: Infrastructure projects that do not have a defined location e.g. area-wide or district-wide are not shown.

For more information about project details, refer to Table I or "[Click here](#)" for an on-line map.

TIP Project Acronyms

CN - Construction
IM - Interstate Maintenance
NHS - National Highway System
PD - Preliminary Development
PE - Preliminary Engineering
PL - Planning
RRX - Railroad Crossing
RW - Right-of-Way
SR2S - Safe Routes to School
STP - Surface Transportation Program

Table I - Federal-aid Funds for BMPA Projects

Key Number	Project Description / Funding Category / Project Sponsor	Phase	Prior Year Program	2017	2018	2019	2020	2021	PD	Federal Aid	Sponsor Match	Total
13584	Old Butte Road, Pancheri to Pioneer, Roadway Extension / STP-Urban / Idaho Falls	CE/CN							3152	2921	231	3152
		PE/PC	367							340	27	367
		RW				1478				1370	109	1478
13585	17th Street Overlay Holmes to Woodruff / STP-Urban / Idaho Falls	CE/CN			1665					1542	122	1665
		PE/PC	35							32	3	35
		RW								0	0	0
13586	Idaho Falls Sealcoats / STP-Urban / Idaho Falls	CE/CN				597				553	44	597
		PE/PC	12							11	1	12
		RW								0	0	0
13589	Metropolitan Area Transportation Planning / PL / BMPO			203						188	15	203
14024	17th Street and Woodruff Intersection Improvements / STP-Urban / Idaho Falls ¹	CE/CN							1017	942	2069 ¹	3011
		PE/PC	260							241	19	260
		RW							1351	1252	99	1351
14049	Citywide ADA and Concrete Sidewalk Improvements Phase II (on arterial and collector roadways) / STP-Urban / Idaho Falls	CE/CN					299			277	22	299
		PE/PC	27							25	2	27
		RW								0	0	0
14057	Metropolitan Area Transportation Planning / PL / BMPO				208					192	15	208
14060	Great Western Canal Bridge - 33rd N / Bridge / Bonneville County	CE/CN					902			836	66	902
		PE/PC	186							172	14	186
		RW								0	0	0

Key Number	Project Description / Funding Category / Project Sponsor	Phase	Prior Year Program	2017	2018	2019	2020	2021	PD	Federal Aid	Sponsor Match	Total
18735	9th Street and Bonneville Pedestrian Crossings / LHSIP / Idaho Falls	CE/CN		155						144	11	155
		PE/PC	38							35	3	38
		RW								0	0	0
18804	Metropolitan Area Transportation Planning / PL / BMPO					212				197	16	212
18995	12th Street Bridge- Idaho Canal / Bridge / Idaho Falls	CE/CN				754				699	55	754
		PE/PC	232							215	17	232
		RW								0	0	0
19027	Iona Road RRX, NR Idaho Falls / SI - Federal Rail / ITD	CE/CN		250						250	0	250
		PE/PC	5							5	0	5
		RW								0	0	0
19218	I-15, Bingham Co. Ln to Sage Jct. Shouldering / Interstate Maintenance / ITD ²	CE/CN								4614	386	5000 ²
		PE/PC		50	100	50				185	15	200
		RW								0	0	0
19447	I-15, FY17 D6 Asset Management / STP- State / ITD	CE/CN								0	0	0
		PE/PC		410						0	410	410
		RW								0	0	0
19472	I-15, District 6 Bridge Repair / STP- State Highway / ITD	CE/CN					3051			2827	224	3051
		PE/PC	110	10	5					116	9	125
		RW								0	0	0
19494	Metropolitan Area Transportation Planning / PL / BMPO						217			201	16	217
19530	97th South Bridge - Idaho Canal / Bridge / Bonneville County	CE/CN							535	496	39	535
		PE/PC				123				114	9	123
		RW								0	0	0

Key Number	Project Description / Funding Category / Project Sponsor	Phase	Prior Year Program	2017	2018	2019	2020	2021	PD	Federal Aid	Sponsor Match	Total
19647	Off-system, FY17 20 ADA Ramps, Idaho Falls / Systems Support / Idaho Falls	CE/CN		60						0	60	60
		PE/PC								0	0	0
		RW								0	0	0
19694	Holmes Ave and Elva Street Intersection Improvements / LHSIP / Idaho Falls	CE/CN		373						346	27	373
		PE/PC	92							85	7	92
		RW								0	0	0
20124	US-91, York Rd to Holmes Ave / Pavement Preservation / ITD	CE/CN				1717				1591	126	1717
		PE/PC		50						46	4	50
		RW								0	0	0
20101	US-20B, N. Holmes to US-20 IC / Pavement Preservation / ITD	CE/CN				1602				1485	118	1602
		PE/PC		50						46	4	50
		RW								0	0	0
19896	District 6 Traffic Signal Upgrades / Restoration / ITD	CE/CN				312				289	23	312
		PE/PC		50						46	4	50
		RW								0	0	0
20118	District 6 Traffic Signal Upgrades / Restoration / ITD	CE/CN					318			295	23	318
		PE/PC		50						46	4	50
		RW								0	0	0
19879	District 6 Traffic Signal Upgrades / Restoration / ITD	CE/CN						325		301	24	325
		PE/PC		50						46	4	50
		RW								0	0	0
20189	I-15, District 6 Bridge Repair / STP-State Highway / ITD	CE/CN						4221		3912	310	4221
		PE/PC		10	5					14	1	15
		RW								0	0	0

Key Number	Project Description / Funding Category / Project Sponsor	Phase	Prior Year Program	2017	2018	2019	2020	2021	PD	Federal Aid	Sponsor Match	Total
20067	Signal Head Visibility Improvements / LHSIP / Idaho Falls	CE/CN				285				264	21	285
		PE/PC			27					25	2	27
		RW								0	0	0
20086	17th Street Curb Medians / LHSIP / Idaho Falls	CE/CN				190				176	14	190
		PE/PC		33						31	2	33
		RW								0	0	0
20243	45th East - Sand Creek / Bridge / Bonneville County	CE/CN							2024	1875	149	2024
		PE/PC				293				272	22	293
		RW								0	0	0
20056	N. Blvd RRX / SI - Federal Rail / Idaho Falls	CE/CN					200			200	0	200
		PE/PC				10				10	0	10
		RW								0	0	0
20132	E. Anderson St RRX / SI - Federal Rail / Idaho Falls	CE/CN						580		580	0	580
		PE/PC			20					20	0	20
		RW								0	0	0
20204	Metropolitan Area Transportation Planning / PL / BMPO							217		201	16	217
19953	SR2S D91/93 Coordination / Transportation Alternatives Program / School Districts 91/93			60						56	4	60
20168	SR2S D91/93 Coordination / Transportation Alternatives Program / School Districts 91/93				60					56	4	60

Key Number	Project Description / Funding Category / Project Sponsor	Phase	Prior Year Program	2017	2018	2019	2020	2021	PD	Federal Aid	Sponsor Match	Total
19827	SR2S D91/93 Coordination / Transportation Alternatives Program / School Districts 91/93					60				56	4	60
13268	Operations / 5307 / TRPTA			600	618	636	656	700		1605	1605	3210
13269	Preventative Maintenance / 5307 / TRPTA			194	200	206	213	213		821	205	1026
13271	Capital (Other) / 5307 / TRPTA ³			33	34	35	36	44		146	36	182
13272	Training / 5307 / TRPTA			25	25	25	25	25		100	25	125
13273	Capital (Bus Purchases) / 5307 / TRPTA			335	200	300	400	400		1308	327	1635
14304	Planning / 5307 / TRPTA			50	13	13	13	60		120	30	150
14306	Metropolitan Area Transportation Planning / FTA 5303 / BMPO			44	44	44	44	44		204	16	220
14309	Paratransit Service / 5307 / TRPTA			163	163	163	163	187		671	168	839
19406	Mobility Management / 5307 / TRPTA			163	163	163	163	187		671	168	839
19753	Capital Service Contract / 5307 / TRPTA			506	521	538	554	630		2199	550	2749
19800	Administration / 5307 / TRPTA			187	187	187	187	187		748	187	935

¹ = Project has \$1994 of CN which is non-participating

² = CN of \$5000 for project remains unfunded

³ = Project includes but is not limited to unanticipated expenses such as shelters, bike racks, support equipment and vehicles, facility maintenance and repairs, etc.

B. Financial Plan

Fiscal Constraint

The TIP is a fiscally constrained document. Funding sources are identified and projects expected to be funded. Table II identifies the estimated project costs programmed in the TIP annually for the next five years. Prior to programming projects, their estimated costs are compared with anticipated revenues which are documented annually by ITD in the "Update Packet for the Capital Investment Program." If costs do not match anticipated revenues, adjustments are required to balance the program. Therefore, revenue and costs are the same.

TABLE II
Anticipated TIP Revenues/Estimated Project Costs by Fiscal Year

Fiscal Year	Federal	State	Local/Other	TOTAL
FY 2017	3,324,000	112,000	678,000	4,114,000
FY 2018	3,493,000	7,000	758,000	4,258,000
FY 2019	8,666,000	271,000	933,000	9,870,000
FY 2020	6,407,000	247,000	787,000	7,441,000
FY 2021	6,630,000	310,000	755,000	7,695,000
PD	6,990,000	0	2,548,000	9,538,000
TOTAL	\$35,510,000	\$947,000	\$6,459,000	\$42,916,000

Federal funds are available to local communities for roadway, bridge, bicycle and pedestrian improvements, etc. as well as the operation and maintenance of the public transportation system. Most of the available federal funds are dispersed on a statewide basis based on value and need. However, the STP-Urban Program and FTA 5307 funds are made available to the BMPO area and projects are identified based on area priorities.

Table III identifies the theoretical STP-Urban program allocation to the BMPO area. The allocation is compared against the programmed costs to identify a balance of funds.

TABLE III
STP-Urban Program Annual Fund Balances for the BMPO Planning Area

	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	PD*
Allocated STP-U Funds	994,912	994,912	994,912	994,912	994,912	4,633,000
Match Requirement	78,361	78,361	78,361	78,361	78,361	367,000
Programmed Funds	0	1,665,000	2,075,000	299,000	0	5,000,000
Balance of Funds	\$1,073,273	(\$591,727)	(\$1,001,727)	\$774,273	\$1,073,273	\$0

Note: Programmed STP funds include costs for preliminary engineering, right-of-way and construction.

* \$5 million is the limit to program projects in PD.

Table III identifies that the BMPO area programs most of their potentially available STP-Urban funds. The STP-Urban Program process is hypothetically based on an equitable borrow and lend concept where an urban area can program another urban area's unused allocated funds for that year in order to balance the overall STP-Urban Program.

Table IV identifies the estimated FTA 5307 federal apportionments to the BMPO urbanized area compared with programmed amounts. The FTA 5307 apportionments were increased by 2% annually based on historical trends.

TABLE IV
FTA 5307 Fund Balances for the BMPO Urbanized Area

	FY 2017	FY 2018	FY 2019	FY 2020
Allocated 5307 Funds	1,384,000	1,412,000	1,440,000	1,469,000
Total Available Funds	5,098,000	4,885,000	4,811,000	4,658,000
Total Programmed	1,625,000	1,514,000	1,622,000	1,731,000
Balance of Funds	\$3,473,000	\$3,371,000	\$3,189,000	\$2,927,000

TRPTA has not fully utilized apportioned funds due to lack of sufficient match. This has created a large balance of available funds. If matching funds were secured, TRPTA could potentially fund projects that improve services within the urbanized area.

Disbursement of Federal Funds

Table V provides an overview of how the funds currently programmed in the TIP are being disbursed within the metropolitan planning area. The table represents the type of projects proposed to be completed and how much is being spent on each type.

TABLE V
Disbursement of Federal Funds

Projects	Federal	State	Local/Other	TOTAL	Percent
System ¹	8,856,000	54,000	2,557,000	11,467,000	27%
Bridge ²	10,447,000	536,000	292,000	11,275,000	26%
Pavement ³	5,448,000	267,000	166,000	5,881,000	13%
Bicycle and Pedestrian ⁴	628,000	60,000	49,000	737,000	2%
Planning ⁵	2,617,000	30,000	333,000	2,980,000	7%
Public Transportation	7,514,000	0	3,062,000	10,576,000	25%
TOTAL	\$35,510,000	\$947,000	\$6,459,000	\$42,916,000	100%

¹ Includes roadway expansion, reconstruction and intersection projects

² Includes bridge replacement and rehabilitation projects

³ Includes pavement replacement and rehabilitation projects – some projects extend beyond the BMPA; however, total project cost is reflected in this table.

⁴ Includes bicycle and pedestrian improvements and ADA projects

⁵ Includes planning and training funds programmed by BMPO, ITD and TRPTA

Prior to 2011, 64% of federal funds were programmed for “System” improvements. This has dramatically changed since then as “System” type projects have averaged 31% of federal disbursement. In contrast, federal funding for “Pavement” projects has gone from 13% prior to 2011 to approximately 30% thereafter. With the exception of growth in funding for public transportation, average federal funding for all other project types has remained relatively constant.

System Operations and Maintenance

It is important to recognize the amount of transportation funds being used to operate and maintain the current roadway and public transportation systems.

\$ Roadways

As identified in Table V, federal funds are used to replace and rehabilitate poor pavement conditions. State and local funds are also used for re-paving as well as all other aspects of operating and maintaining the roadway system including striping, sign replacement, traffic signal operations, snow removal, lighting, etc.

Revenues generated from the state highway distribution account, sales tax and local general fund make up the majority of funding available to operate and maintain the existing roadway system.

It is very difficult, if not impossible, to determine how much of the revenue will be expended on the federal-aid highway system as opposed to other local roadways. Available local revenues are used to address the immediate operating and maintenance needs of the area regardless of the facility type.

Table VI estimates the revenue amount available for operational and maintenance expenses and compares that to what is estimated to be expended on expansion and reconstruction of the existing roadway system. This was accomplished by assessing local revenues and expenditures during a normal time period and assuming conditions will remain somewhat constant. The numbers also include costs currently programmed in the TIP for operational/maintenance and expansion/reconstruction projects. Revenues were reduced by 2 percent annually to reflect the difference between potential revenue increases and inflation.

TABLE VI
Percent of Estimated Annual Revenue for Operations/Maintenance
and Expansion/Reconstruction

Type of Project	Total Estimated Annual Revenues	Percent of Revenues
Operations and Maintenance	15,751,767	71%
Expansion and Reconstruction	6,453,821	29%
TOTAL	\$22,205,588	100%

Source: Cities of Ammon, Idaho Falls, Iona and Bonneville County 2005-2015 Annual Road and Street Financial Reports and ITD Headquarters and District 6

Table VI identifies that, based on past history and currently programmed funds, over half the estimated revenues will potentially be available for operational and maintenance type projects.

It should be noted that historically, when only considering state and local revenues annually set-aside for transportation improvements by the local jurisdictions, approximately 71% are used on operations and maintenance while only 29% are used on expansion and reconstruction projects.

Table VII provides a synopsis of the source of revenues projected for operational and maintenance type projects.

TABLE VII
Estimated Annual Revenues for Operations and Maintenance by Revenue Source

Revenue Source	Total Estimated Annual Revenues	Percent of Revenues
Federal	3,210,083	21%
State	6,201,531	39%
Local	6,340,153	40%
TOTAL	\$15,751,767	100%

Source: Cities of Ammon, Idaho Falls, Iona and Bonneville County 2005-2015 Annual Road and Street Financial Reports and ITD Headquarters and District 6

Table VII indicates that about three quarters of the revenues for operations and maintenance are generated from local and state revenue which is primarily from funds transferred from non-highway accounts and from the highway distribution account. Only 21% of total revenues for operations and maintenance come from federal sources.

In summary, because costs for roadway operations and maintenance equal estimated revenues, it is hard to quantify whether more than \$15 million annually is adequate to operate and maintain the current roadway system.

\$ Public Transportation

Because federal funds with local/other matching funds are solely used to operate and maintain the public transportation system, available revenues equal the costs programmed in the TIP. Table VIII identifies the percentage of funds expended between capital and operations/maintenance.

TABLE VIII
TRPTA Programmed Expenditures

	FY 2017	%	FY 2018	%	FY 2019	%	FY 2020	%	TOTAL	%
Capital	874,000	39	755,000	36	873,000	39	990,000	41	3,492,000	39
Operations/ Maintenance	1,382,000	61	1,369,000	64	1,393,000	61	1,420,000	59	5,564,000	61
Total	\$2,256,000	100	\$2,124,000	100	\$2,266,000	100	\$2,410,000	100	\$9,056,000	100

TRPTA typically will expend around 61 percent or more of its anticipated revenue to operate and maintain the current system, as identified through FY 2017 to FY 2020.

As discussed in Table IV, additional federal funds exist but are not reasonably expected to be available due to lack of matching funds. Given the current situation, adequate funds appear to be available to operate and maintain the existing public transportation system.

BMPO certifies that the Urban Planning Area (UPA) is an attainment area under the Clean Air Act and not subject to any related restrictions.

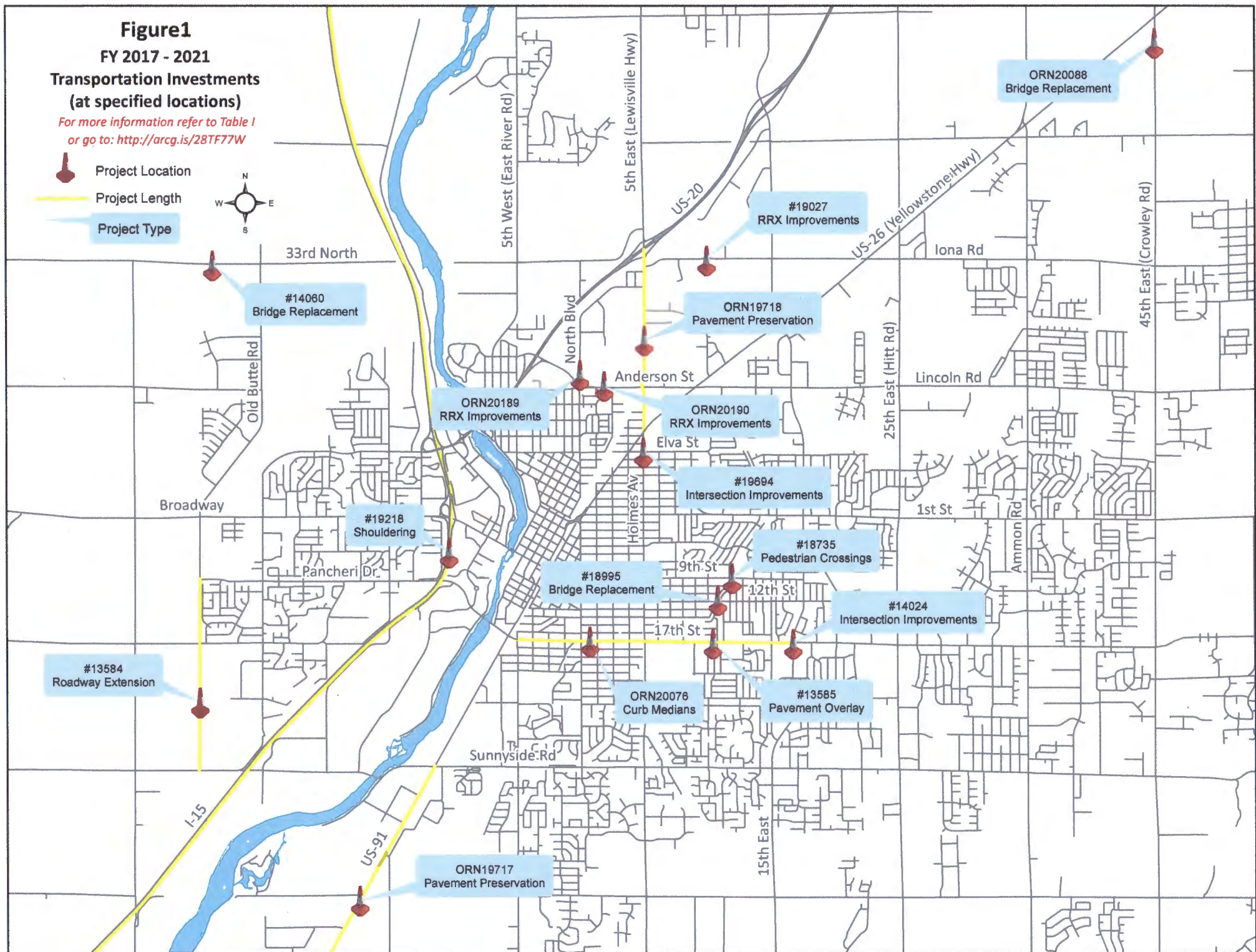
Certified by: Darrell M. West Date 9/28/16
Darrell M. West
Director

Figure1

FY 2017 - 2021

**Transportation Investments
(at specified locations)**

For more information refer to Table I
or go to: <http://arcg.is/28TF77W>



**METROPOLITAN TRANSPORTATION PLANNING PROCESS
SELF CERTIFICATION**

In accordance with 23 CFR 450.334 and 450.220, the Idaho Department of Transportation and the Bonneville Metropolitan Planning Organization for the cities of Ammon, Idaho Falls, Iona and Ucon and the urbanized area of Bonneville County hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all the applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 USC 7504, 7506 (c) and (d) and 40 CFR part 93); (**Note-BMPO is an attainment area**)
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 200d-1), 49 CFR part 21;
4. 49 U.S.C 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27 , 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Bonneville Metropolitan Planning Organization



Darrell M. West
Director

10/3/16

Date

Idaho Transportation Department



Randy Gill, Planning Services Section Manager
Division of Engineering Services

10/3/16

Date