

**Fiscal Year 2017  
Metropolitan Transportation Improvement Program  
(TIP)**

**Approved**

**Pocatello, Chubbuck and Bannock County**

**Transportation Project for Fiscal Years 2017, 2018, 2019 and 2020**

**(Projects and programs for the fiscal year 2021 and Preliminary Development included for information purposes.)**

Adopted by Policy Board  
On 09/12/2016  
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[www.bannockplanning.org](http://www.bannockplanning.org)

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## **Introduction**

### **About the Bannock Transportation Planning Organization (BTPO)**

Established through federal legislation, Metropolitan Planning Organizations (MPOs) exist throughout the United States in all urbanized areas of more than 50,000 people and have the responsibility to plan, prioritize and recommend projects for federal funds. Bannock Transportation Planning Organization is the designated transportation planning agency for the Pocatello/Chubbuck urbanized area and serves northern Bannock County and the cities of Pocatello and Chubbuck (Figure 1).

Serving as a regional partnership between the City of Pocatello, City of Chubbuck, Bannock County, Idaho Transportation Department (ITD), Idaho Department of Environmental Quality (IDEQ) and federal partners, BTPO provides a forum to address transportation and air quality issues.

### **Purpose of Document**

The purpose of the Transportation Improvement Program (TIP) is to provide information to the Idaho Transportation Department, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the public and other interested parties on federally funded projects that will occur over the next four years. The TIP also demonstrates that Bannock Transportation Planning Organization has met the requirements of the Fixing America's Surface Transportation (FAST) Act through the development of a Transportation Improvement Program. The TIP is consistent with the 2040 Metropolitan Transportation Plan approved January 5, 2015.

This document provides a TIP that is financially constraint and represents BTPO's regional priorities for expenditures of federal funds for fiscal years 2017-2020. Projects within the TIP, once approved by the BTPO Policy Board and the Idaho Transportation Board, will be included in the Idaho Transportation Investment Program (ITIP) by reference. The ITIP, including the conformity determination of the TIP, must also be approved the FHWA and FTA.

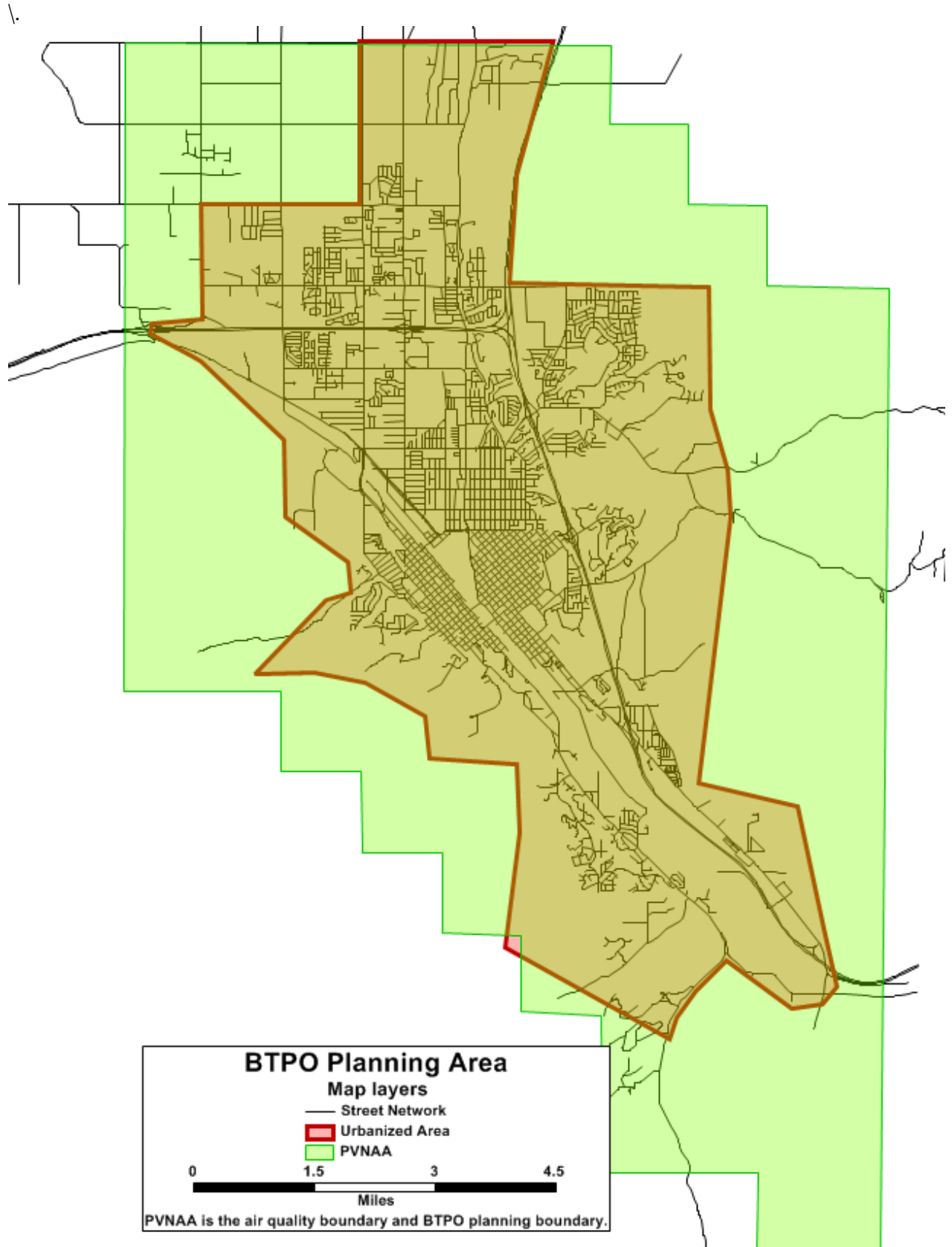


Figure 1: BTPO Planning Area

## **Metropolitan Planning Requirements**

Federal law requires all metropolitan areas to maintain a continuous, cooperative and comprehensive planning process when developing programs, projects, and strategies. It considers eight planning factors, which are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase safety of the transportation system for motorized and non-motorized users;
3. Increase security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient systems management and operations;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

To carry out the planning requirements, BTPO produces a Metropolitan Transportation Plan (MTP), Unified Planning Work Program (UPWP) and Transportation Improvement Program (TIP). BTPO's program plans are available to the public and interested parties on the web at [www.bannockplanning.org](http://www.bannockplanning.org).

### **Metropolitan Transportation Plan (MTP)**

The Metropolitan Transportation Plan, sometimes called the Long Range Transportation Plan (LRTP), is a twenty-five-year multimodal performance based strategy developed to guide investments of public funds. The MTP establishes a vision for the future transportation system and develops plans, programs, and projects that support the goals. The MTP also has performance measures which assist in tracking progress made over the life of the Plan. The MTP is updated every four years and may be amended as a result of changes in federal, state or local needs.

### **Unified Planning Work Program (UPWP)**

The UPWP is a one-year plan developed to focus transportation planning efforts in the region. All federally funded planning activities must be listed in the UPWP regardless of the sponsor. The requirement to have all planning efforts listed in one document coordinates efforts throughout the metropolitan area.

### **Transportation Improvement Program (TIP)**

The Transportation Improvement Program is a listing of all federally funded transportation projects within Bannock Transportation Planning Organization's planning area. The TIP provides a prioritized, four-year list of projects planned for the BTPO area. Also, the TIP includes two additional years for planning purposes. The fiscal year 2020 is a planning year for projects which

have been developed to the point they are ready to move into the TIP the following year. The other planning year, Preliminary Development (PD), is for projects as they start the project development process. Projects in this category can remain in PD for several years depending on the complexity of the project. PD allows for early identification, design and public notification of highway projects. The TIP includes all modes of surface transportation.

The TIP is also an implementation tool of the MTP. Therefore all local projects listed must either come from the MTP or be found to be consistent with the MTP. Projects have different funding categories but are all funded through the Department of Transportation.

### **Idaho Transportation Investment Program (ITIP)**

The TIP includes projects and programs within BTPO's metropolitan planning area. ITD develops a five-year ITIP which includes projects for the six metropolitan areas within Idaho and also includes all federally funded projects within the state regardless of the mode of transportation or location. The ITIP meets the federal requirements of FAST Act. ITD and BTPO coordinate in the development of projects within BTPO's urban area. Upon adoption, each project within the BTPO's TIP, within federal fiscal years 2017 – 2020, will become part of the ITIP by reference. The ITIP is available online at <http://www.itd.idaho.gov/itip/default.htm>.

### **Coordination with other Plans and Programs**

The TIP is the implementation document of the MTP and provides a funding mechanism completing the plan's vision. The MTP is the long range vision, and there are many other plans and programs which address specific issues or programs within the metropolitan area. The other plans and programs need to be coordinated with TIP and the MTP to ensure that programs are consistent. Those efforts include:

- **Idaho Strategic Highway Safety Plan:** The Strategic Highway Safety Plan (SHSP) provides a comprehensive approach to improving the transportation safety within Idaho. The SHSP also distributes a specific amount of funds towards activities and programs which address the safety issues within the state. 2013 statewide efforts updated the SHSP. The Idaho Strategic Highway Safety Plan can be viewed online at <http://www.itd.idaho.gov/ohs/SHSP.htm>.
- **Regional Intelligent Transportation Systems (ITS) Architecture:** BTPO works with ITD, regional and local agencies to develop a regional Intelligent Transportation Systems (ITS) Architecture development plan. ITD developed an ITS plan for each of their six districts. Local agencies and MPO's were encouraged to add systems that would address specific issues not included in the regional plan. The Idaho ITS Strategic Plan Update was completed in 2011. Additionally, there was a transit component called the Idaho Transit Technology Plan (2015) which addresses specific needs of transit providers.
- **Coordinated Human Services Transportation Plan (CHSTP):** The Coordinated Human Services Transportation Plan (CHSTP) documents the local coordination process for funding and delivery of public transportation services designed for the elderly, persons with disabilities and low-income individuals. The Plan, adopted in 2013, sets the regional priorities and process for selecting projects which improve access to public transportation.



- **Federal Transit Administration Program of Project:** BTPO works annually with Pocatello Regional Transit (PRT), the designated recipient of Section 5307 funds, to develop the Program of Projects (POP). PRT has elected to coordinate public involvement requirements with BTPO for the POP. As such, the TIP serves to meet the FTA requirements for public participation in the development of the POP for PRT. The POP submitted by ITD include all transit project listed in this TIP.

## Program Development

The FY 2017-2020 TIP is a four-year program of planned transportation projects that are from or consistent with; the BTPO adopted 2040 Metropolitan Transportation Plan. The TIP is an opportunity to fund and implement the 2040 MTP. Therefore BTPO works with member agencies and the public to take full advantage of funding opportunities. The following sections describe funding sources and procedures used to select candidate projects.

## Federal Sources

President Obama signed FAST into law on December 4, 2015. The law made some changes in federal transportation funding programs previous highway authorization. Some of these programs are still undergoing rulemaking procedures administered by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The specific program determines the Tuse of federal funds. Federal Funds are limited to roadways classified as collectors, arterials, and interstates with few exceptions. The TIP was developed using the latest approved guidance from FHWA and FTA

## Federal Highway Administration

- National Highway Performance Program (NHPP) – The NHPP provides support for the condition and performance of the National Highway System (NHS) for the construction of new facilities on the NHS and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward achievement of performance targets established in a State's asset management plan for the NHS.
- Surface Transportation Program (STP) – The STP provides flexible funding that may be used by States and localities for projects to preserve and improve conditions and performance on any Federal-aid highway, bridge and/or tunnel project on any public road, pedestrian and bicycle infrastructure and transit capital projects, including intercity bus terminals.
- Highway Safety Improvement Program (HSIP) – HSIP's goal is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focus on performance.
- Transportation Alternatives Program (TAP) – FAST continues the TAP program to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. The TAP replaces funding from pre-MAP-21 programs including Transportation Enhancements, Recreational Trails, Safe Routes to School and several other discretionary programs, combining them into a

single funding source. Non-motorized activities such as bicycle and pedestrian facilities use TAP funds.

- Congestion Mitigation/Air Quality (CMAQ) – Funds are used for projects that assist in the maintenance and improvement of air quality as well as mitigation of transportation congestion.

## **Federal Transit Administration (FTA)**

49 United State Code sections establish eligible activities for that section.

- FTA Section 5303 – Funds available for transit planning activities within a metropolitan area.
- FTA Section 5307 – Provides funds to local transit agencies for capital and operating assistance. The major subcategories are:

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

Preventive Maintenance – Funds are a subcategory of capital and cover all maintenance costs.

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

Operations – Funds cover the operation of the transit system.

ADA Complementary Paratransit Service – ADA Complementary Paratransit service means service provided complementary to existing fixed-route service.

- FTA 5310 – Funds available for capital expenditures of private non-profit and public agencies providing transportation service to the elderly and physically challenged.
- FTA 5339 – Provides capital funding to replace, rehabilitate and purchase bus and related equipment, and to construct bus facilities.

## **State and Local Funded Program**

For information purposes, the TIP includes State funded projects. These projects are not required to be included in the TIP unless they are regionally significant. Unlike state funds, locally funded projects are only included in the TIP if they are regionally significant.

## **TIP Development Process**

The majority of projects identified in the TIP are federally funded. MAP-21 identifies various funding categories and the project selection requirements for each category. Project selection occurs at either the metropolitan level or at the state level either through the Idaho Department of Transportation or the Local Highway Technical Assistance Council. How candidate projects are prioritized and selected depends on the highway system, type, and funding program. In the BTPO metropolitan area the follow funding categories and types exist:

- Non-State Highway Collectors and Arterials
- State Highway Roads
- Federal Transit Administration Programs
- Statewide Competitive Programs

## **Identifying and Evaluating Non-State Highway Facilities Candidate Projects**

The Idaho Transportation Board has adopted a policy to dedicate a certain portion of the Surface Transportation Program for areas with populations from 5,000 – 200,000 to the Urban Committee. This committee makes recommendations to the Idaho Transportation Board on the Urban Program. The Committee comprised of MPOs and the LHTAC work cooperatively to develop a five-year program. Each member, including BTPO, developed their project prioritization and selection process.

When funds are available, a call for projects begins each year in October and continues throughout the process. Candidate projects are evaluated and selected based on the following considerations:

- **Metropolitan Transportation Plan:** Candidate projects must be consistent with the approved MTP. BTPO's Technical Advisory Committee (TAC) makes recommendations to the Policy Board which must find a project consistent with the LRTP to be included in the final TIP.
- **Public Input:** Candidate projects must undergo public review. The review starts in February with a listing of all newly recommended projects. In July a month-long public review of the Draft TIP occurs.
- **Prioritization of Projects:** Using the results of the public review, the TAC recommends priorities to the Policy Board which make the final recommendations. This prioritized list is used in conjunction with others from around the state to produce a Draft State Transportation Investment Program (STIP). The Draft STIP divides all projects submitted into recommended for funding, and not recommended for funding, categories.

There was not a call for projects for the non-state highway program this fiscal year.

BTPO submits all recommended projects to ITD for consideration and approval by the Idaho Transportation Board. Projects approved by the Idaho Transportation Board are included in the TIP and ITIP. The ITIP is adopted in September and is the document through which all transportation projects are funded.

## **Identifying and Evaluating State Highway Candidate Projects**

For projects on the State Highway, BTPO works cooperatively with the Idaho Transportation Department on the identification and selection of projects within the metropolitan area. Most project types such as pavement preservation, bridge and safety are all based on performance criteria. BTPO staff reviews all ITD projects recommended from these performance-based programs for compatibility with the MTP. For expansion based projects the prioritization occurs in the MTP and candidate projects are selected from the list of needed projects.

## **Federal Transit Administration Programs**

The FTA funding program determines how projects are selected for the FTA program. FTA awards Section 5307 funds directly to transit provider. BTPO and PRT work cooperatively through the development of plans to determine the best use of these funds annually. Section 5339 is another category where a cooperatively developed project list is determined. Long Range Transit Plan determine the list of needed projects. PRT's capital replacement program

determines the replacement schedule for specific vehicles. The purchase of an estimated four new buses will occur over the four years of the TIP.

The Coordinated Transportation Human Service Plan (CTHSP) determines the eligible projects and activities for the Section 5310 program. All projects selected for this program must come from the CTHSP. There was no call for projects this fiscal year but Key #18922 Bus Transfer Station at 7<sup>th</sup> and Sherman, listed in the FY 2016 TIP, was delayed and increased to \$200,000.

### **Statewide Competitive Programs**

LHTAC administers the bridge program and safety program for projects not on a state highway system. More information on LHTAC programs can be found online at <http://lhtac.org/programs/>.

Local project sponsors who apply to LHTAC programs are required to submit projects to BTPO where the evaluation for consistency with the MTP and other plans occurs. Safety projects are often developed cooperatively before submission of an application.

Bridge and safety projects on State Highways are selected through the ITD process and submitted to BTPO for inclusion in the TIP. BTPO staff and Policy Board evaluate the project for consistency with the MTP. As with local projects, safety projects are often developed cooperatively before applying for funds.

ITD administers the Idaho Community Choices program (<http://itd.idaho.gov/transportation-performance/cci/>) which contains the statewide Transportation Alternative Program. Applications for the program are accepted annually for projects to be constructed in three years. The application process requires coordination with BTPO during the project development process.

### **Potential Impact on Performance Measures**

The TIP has a limited number of projects to make changes in identified performance measures. The two performance categories to have the most impact is the safety and infrastructure condition category. There are several projects within the TIP where the purpose of safety improvement. Most of the remaining projects relate to infrastructure condition of National Highway System and bridges. Adoption of performance measures is still relatively new, and the direct impact of the project is unknown, but the pavement preservation projects were selected from the ITD with the intent to improve pavement conditions. The bridge performance measure is the percent of the bridge deck in good and poor condition. The two bridges included should have a significant impact on the increase of percent in good condition while lowering the percent of bridges in poor condition. The safety analysis on the projects is not complete, but the preliminary work shows the number of serious crashes should decrease.

### **Air Quality Conformity**

The Portneuf Valley Nonattainment Area (PVNAA) was shown to have met the PM<sub>10</sub> National Ambient Air Quality Standards (NAAQS) with approval of the State Implementation Plan (SIP) and Maintenance Plan by the Environmental Protection Agency (EPA) on August 14, 2006 (Federal

Register / Vol. 71, No. 134 / Thursday, July 13, 2006). Attainment of the maintenance plan still requires the PVNAA to demonstrate that transportation activities will not cause an additional exceedance of the PM<sub>10</sub> NAAQS.

BTPO is the MPO for the PVNAA. The MPO is required to conduct a conformity determination on the LRTP and the TIP.

Transportation Conformity is the process of evaluating planned transportation activities emissions against the Motor Vehicle Emissions Budget (MVEB) established by the SIP. The EPA approved the SIP for the Portneuf Valley Non-Attainment Area on August 14, 2006. Due to changes in requirements for air quality modeling an amendment to that SIP and MVEB was submitted in April 2014 and was approved by the EPA with an effective date of September 15, 2014 (Federal Register / Vol. 79, No. 137 / Thursday, July 17, 2014). Code of Federal Regulations Title 40 part 93 provides the requirements and specifications for determining transportation conformity.

The procedure to determine if a transportation plan or TIP conforms to the SIP is the budget test. The budget test compares emissions from a specific action, such as the update of the transportation plan or TIP to the emissions limitations established in the MVEB.

Latest emissions model, planning assumptions, consultation and emissions budgets are the four basic criteria for a conformity determination on the TIP. Each area contains inputs and assumptions used. How transportation emissions are generated is main purpose in providing this detailed.

CFR 40 §93.106(d)(1) and CFR 40 §93.106(d)(2) allow modification of the time horizon if the Policy Board in conjunction with IDEQ and other stakeholders agree. BTPO has elected to modify the timeframe of the conformity determination. In analyzing the timeframe requirements in CFR 40 §93.106(a)(1), CFR 40 §93.106(d)(1) and CFR 40 §93.118(b)(2) the following horizon or analysis years have been identified:

- Horizon Year 2020 – Last year of the MVEB and within ten years of validation of Travel Demand Model.
- Horizon Year 2025 – Tenth year of the 2040 MTP
- Horizon Year 2040 – The last year of the MTP.

The horizon year 2040 is included for informational purposes only.

Figures 2 through 4 demonstrate that the TIP for the Portneuf Valley Non-Attainment Area (PVNAA) meets the Motor Vehicle Emissions Budget (MVEB) test for all horizon years. The budget test compares the 2020 MVEB to 2020, 2025 and 2040 horizons emissions.

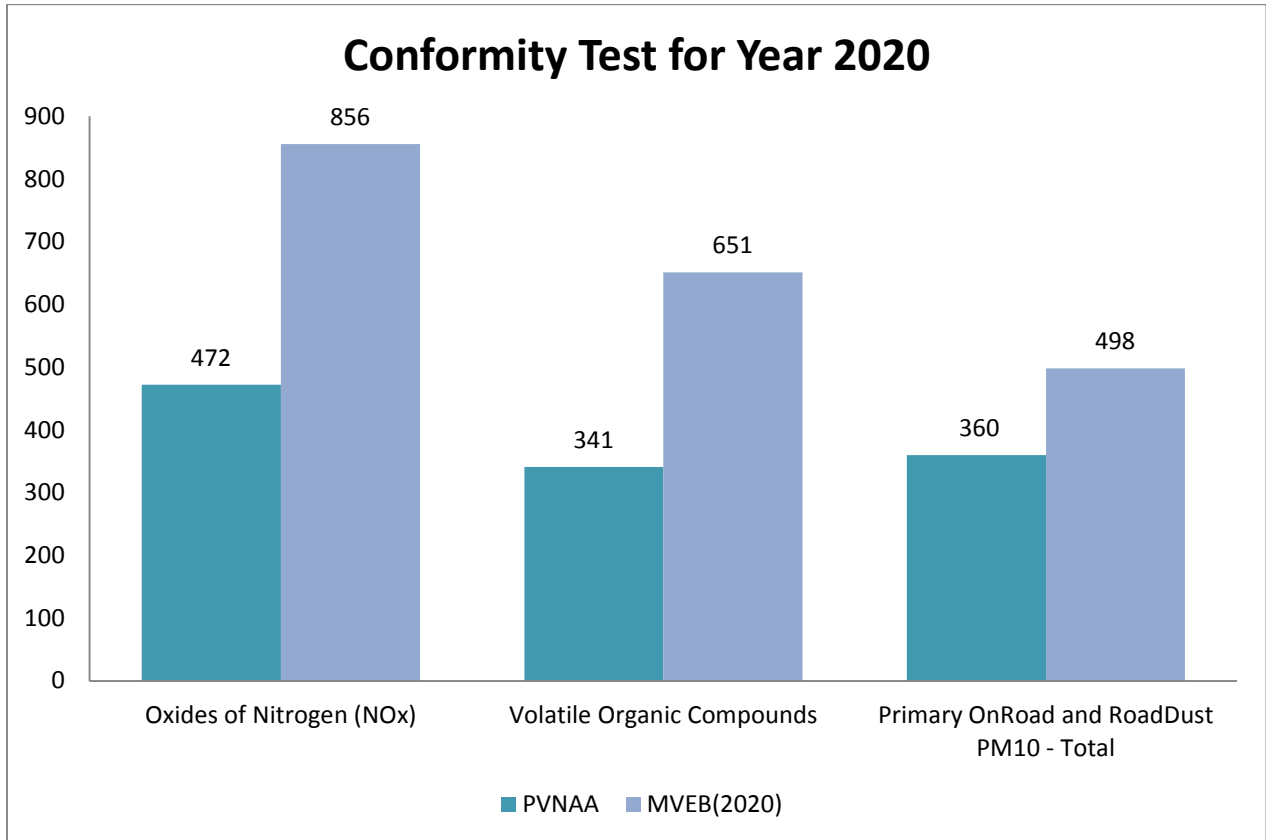
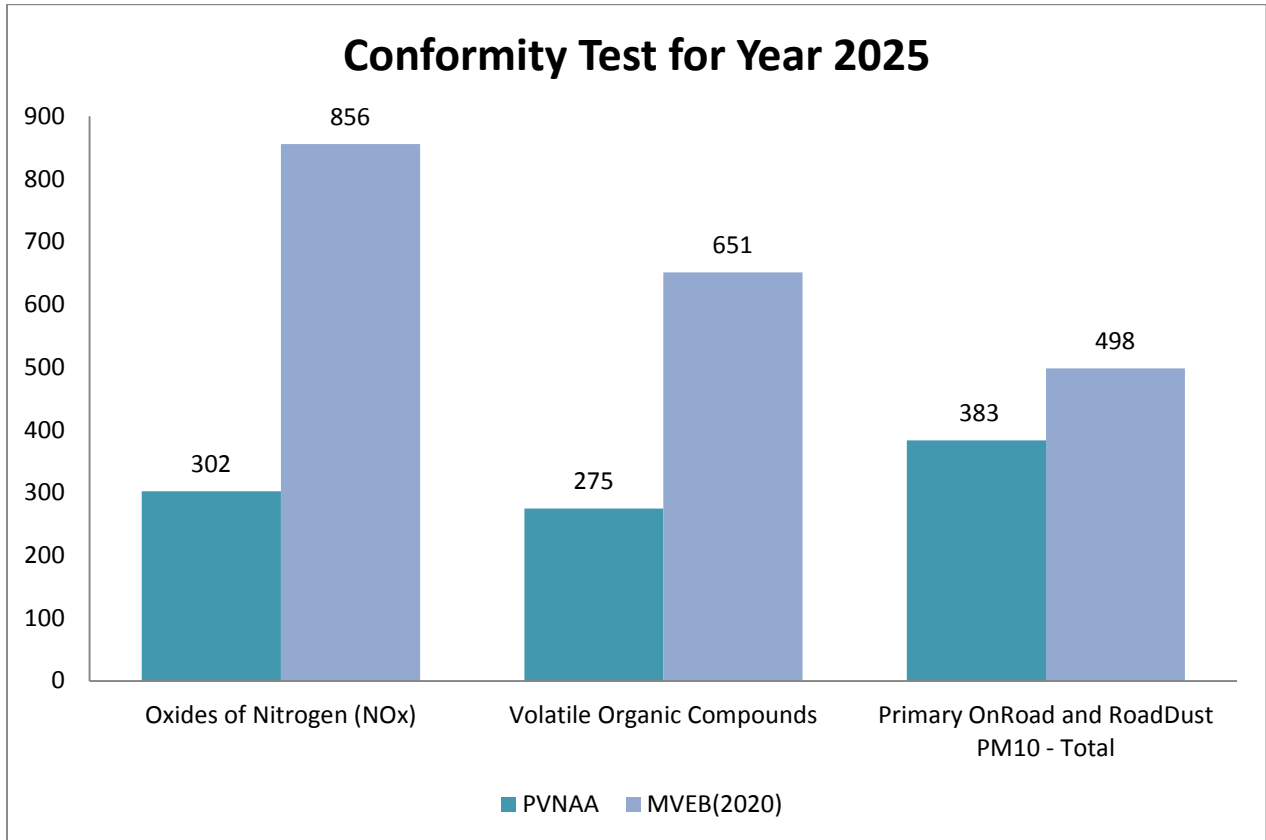
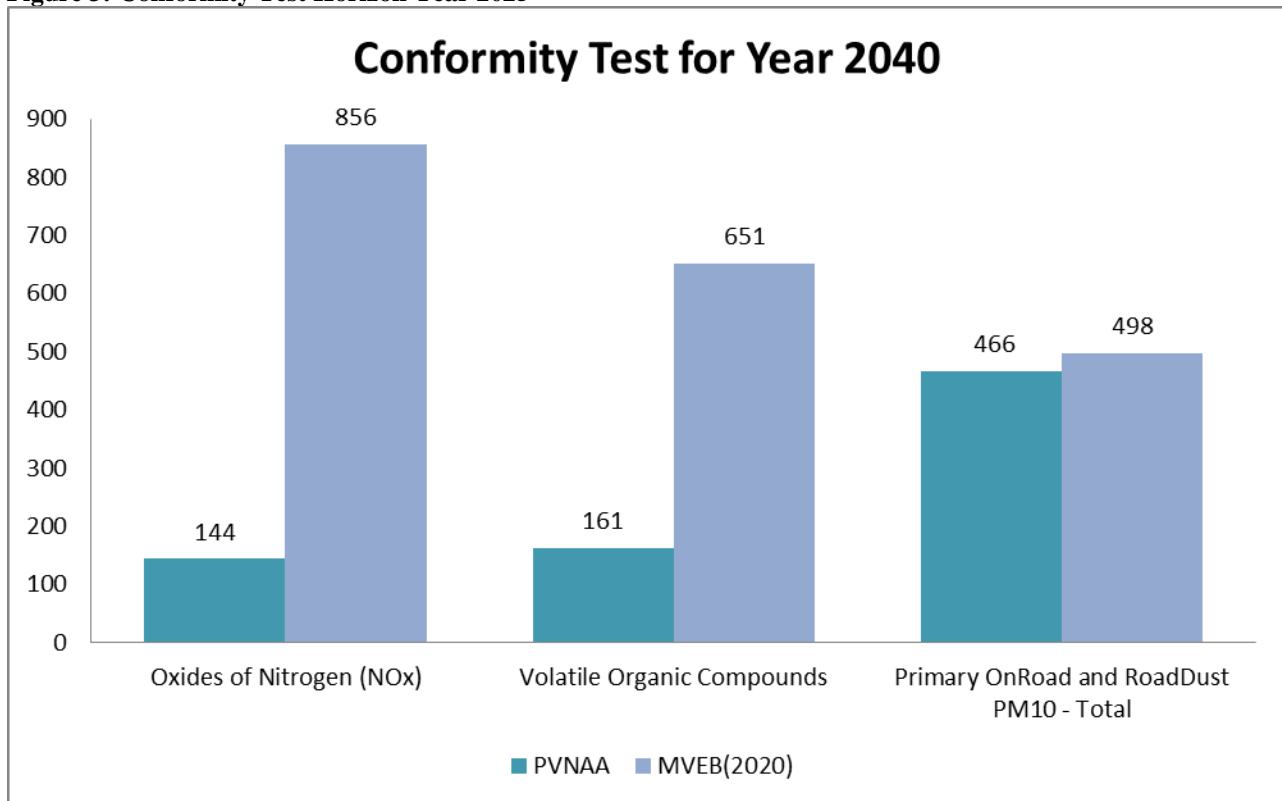


Figure 2: Conformity Test Horizon Year 2020



**Figure 3: Conformity Test Horizon Year 2025**



**Figure 4: Conformity Test Horizon Year 2040**

The procedure for determining if the TIP conforms to the Clean Air Act and Federal regulations is complex. Appendix A describes the procedures and process in the Conformity Determination.

## **Public Involvement and Amendment Process**

### **Public Involvement**

Public involvement in transportation investment decision making is central to accomplishing the vision of FAST Act. BTPO and our member entities take a proactive, early and continuing approach to the public involvement process by using a variety of techniques throughout project planning, design, construction, and operation. This ensures opportunities for the public to contribute in the transportation decision-making process. BTPO's Public Involvement Plan outlines the development and review process for the TIP.

Appendix B includes all outreach activities and comments submitted to BTPO on the draft TIP.

### **Amendment Process**

Transportation Improvement Program Amendment and Administrative Modification Process was approved by the BTPO Policy Board on May 2, 2016. This document describes the process used to amend or modify the TIP.

### **Projects by Category**

The purpose Transportation Improvement Program is to provide information to government funding agencies as well as the public. The format that FHWA, FTA, and ITD want to see the data presented sometimes is not the best public format. The activities and projects planned This for the next four years are discussed in this section. The section includes only project which the public may find of interest. Table 1 Highway Projects and Table 2 Transit Projects provide a complete list of projects.

The projects included in the TIP were divided into transit, safety, bicycle/pedestrian, bridge, and expansion projects. For each category, a description of the project along with the year the construction of the project is anticipated will be provided. Projects which are maintenance or operation type activities are not included in this section.

### **Transit Projects**

Section 5307 projects most of the operating and capital needs for the transit system. The 5307 subcategories include operations, security, capital and preventative maintenance. These projects are scheduled each year of the TIP, but their funding level may change.

Section 5307 Operations: Operations covers the cost of operating and staffing transit vehicles which serve fixed transit routes within the Pocatello Urbanized area.

Section 5307 Capital: Capital covers the cost associated with the purchase of capital items such as busses or new facilities.



Section 5307 Security: Provides crime prevention and security equipment designed to improve the security of the transit equipment, users, and facilities.

Section 5307 Demand Response Operations: Demand Response operations cover the cost of providing vehicles for the demand transit response services in the Pocatello Urbanized area that exceeds the limits of the fixed route transit system.

Section 5307 Preventative Maintenance: Preventative maintenance is defined as any maintenance on transit vehicles.

Section 5310 provides funding to improve access to, and use of, the transit system to targeted populations. One project was recommended for funding in the 2017 -2020 TIP.

Section 5310 Bus Stop Improvements at 7<sup>th</sup> and Sherman (Key #19822): The project scheduled for FY 2016 will construct a transfer station on the northeast corner of 7<sup>th</sup> and Sherman in Pocatello. The transfer station will improve access to the fixed route system by improving ADA access and reducing distance needed to access other fixed routes. Passenger information is provided at the shelter.

Section 5339 provides funding for bus and bus facility purchases. Funds can be used to build new facilities or replace buses. A Section 5339 Capital project was added to the program in FY 2017 and FY 2019 with the intended purpose of replacing four busses.

## **Safety Projects**

Two projects fall into the category of safety improvements. I-15B, East Alameda, and Yellowstone Ave Medians (Key #14005) 2019. The project will improve vehicle safety by eliminating left turns along the corridor. The intersection of Alameda and Jefferson (Key #11657) has been in the program but previously listed as expansion. The project was re-scoped purpose is now to improve the safety and operations of the intersection. The project will improve safety and capacity issues which have been identified by changing the intersection design to reduce left turns and conflict points.

## **Bicycle and Pedestrian Projects**

There are no specific projects within the TIP targeting bicycle or pedestrian improvements. Bus stop improvements at 7<sup>th</sup> and Sherman were described in the transit section. The two bridge projects (described in the next section) have pedestrian improvements included, but it is not the main focus of the project.

## **Bridge Projects**

The TIP includes three bridge projects. Each project is designed to restore and rehabilitate the bridge structure. Bridge projects include:

Portneuf River Lewis Street Bridge (Key #12444): Scheduled for construction in FY 2017 and will replace existing Lewis Street Bridge and provide better pedestrian facilities.

Benton Street Bridge (Key #13119): Scheduled for FY 2017 and will rehabilitate bridge piers.

Center Street Underpass (Key #12098): This project is in PD. There is no established construction year. The project will improve the approach walls to the underpass and rehabilitate the pavement inside the underpass. The project also includes a bicycle and pedestrian crossing at Center Street.

## **Expansion Projects**

The TIP includes an intersection improvement projects which address identified safety and capacity issues.

The intersection of Hawthorne and Quinn (Key #12099): The project was currently planned for 2021, the project will improve safety and capacity issues at the intersection by installing a traffic signal.

## **Transportation Improvement Program Project List**

The following section provides a list of projects recommended for the FY 2017– 2020 TIP. Table 1 lists projects on the highway side and Table 2 lists transit projects.

**Table 1: FY 2017 -FY 2020 TIP Highway Projects List (Technical Correction)**

Route Key #	Project Limits Project #	Phase	Prior Programs	Transportation Improvement Program				Planning Projects		Total Project Cost		
				2017	2018	2019	2020	2021	PD	Total	Federal Aid	Agency Match
I-15B, Intersection of Alameda and Jefferson 11657	A011(657)	CN/CE PE/CE RW/LP UT		\$1,000						\$1,000	\$927	\$73
Reconstruction and realignment Idaho Transportation Department												
Intersection of Alameda and Jefferson will realign the existing intersection and add additional left turn pockets to improve the capacity and safety at the intersection												
I-15 B, Intersection of Alameda and Jefferson 11657	A011(657)	CN/CE PE/CE RW/LP UT		\$1,407						\$1,407	\$1,304	\$103
Reconstruction and realignment Pocatello												
Intersection of Alameda and Jefferson will realign the existing intersection and add additional left turn pockets to improve the capacity and safety at the intersection												
SMA7031, Intersection of Hawthorne and Quinn 12099	A012(099)	CN/CE PE/CE RW/LP UT				\$468		\$1,811		\$1,811	\$1,678	\$133
Signalization Pocatello												
Intersection of Hawthorne and Quinn Improves intersection operations by installation of traffic signal. The project reduces congestion in the peak periods.												
Off System; Portneuf River Lewis St. Bridge 12444	A012(444)	CN/CE PE/CE RW/LP UT		\$1,027						\$1,027	\$952	\$75
Bridge Rehabilitation Pocatello												
Portneuf River bridge project will replace the existing bridge crossing the Portneuf River at W. Lewis Street. The new bridge will have improved pedestrian facilities.												
STP-7341, Center Street Underpass 12098	A012(098)	CN/CE PE/CE RW/LP UT		\$218				\$3,905		\$3,905	\$3,618	\$287
Pavement Rehabilitation Pocatello												
Center Street Underpass project replaces the pavement under underpass and provides improvements to retaining wall. Pedestrian facilities including a pedestrian bridge over W. Center Street.												

Bannock Transportation Planning Organization  
 FY 2017 Transportation Improvement Program

Route Key # Activity Description Sponsor Project Scope Description	Project Limits Project #	Phase	Prior Programs	Transportation Improvement Program				Planning Projects		Total Project Cost		
				2017	2018	2019	2020	2021	PD	Total	Federal Aid	Agency Match
Benton Street Bridge 13119 Bridge Rehabilitation Pocatello	A013(119)	CN/CE		\$3,436						\$3,436	\$3,184	\$252
		PE/CE		\$802						\$802	\$743	\$59
		RW/LP								\$0	\$0	\$0
		UT		\$500						\$500	\$463	\$37
Benton Street Bridge will rehabilitation the bridge deck and approaches.												
Portneuf Greenway to Monte Vista 19945 Bicycle Pedestrian Pocatello		CN/CE			\$381					\$381	\$353	\$28
		PE/CE		\$54	\$9					\$63	\$59	\$5
		RW/LP								\$0	\$0	\$0
		UT								\$0	\$0	\$0
This project will design and construct 4600 feet of 10 foot wide class I multi-use trail to provide a non-motorized transportation and recreation corridor from eh Monte Vista neighborhood to the Idaho Farm Bureau Trail system to major employers in the Center Street neighborhood. Additionally, this project will make significant progress towards the long term objective of providing a continuous non-motorized corridor from the north end of Pocatello to the Idaho State University Campus in the south.												
Local; FY 2018 BTPO Metropolitan Planning 13565 Planning Bannock Transportation Planning Organization	A014(021)	CN/CE		\$157						\$157	\$145	\$12
		PE/CE								\$0	\$0	\$0
		RW/LP								\$0	\$0	\$0
		UT								\$0	\$0	\$0
BTPO metropolitan planning provide funding to the MPO to conduct transportation planning efforts described in the Unified Planning Work Program.												
Local; FY 2018 BTPO Metropolitan Planning 14021 Planning Bannock Transportation Planning Organization	A014(021)	CN/CE			\$157					\$157	\$145	\$12
		PE/CE								\$0	\$0	\$0
		RW/LP								\$0	\$0	\$0
		UT								\$0	\$0	\$0
BTPO metropolitan planning provide funding to the MPO to conduct transportation planning efforts described in the Unified Planning Work Program.												
Bannock County Event Center Ped Path 20028 Bicycle/Pedestrian Bannock County		CN/CE			\$435					\$435	\$403	\$32
		PE/CE		\$104						\$104	\$96	\$8
		RW/LP								\$0	\$0	\$0
		UT								\$0	\$0	\$0
The purpose of the Bannock County Event Center Pedestrian Path is to connect Bench Road, Fairground Drive, and Chubbuck Road bike/pedestrian routes together and access two destination: Bannock County Portneuf Wellness Complex and Bannock County Event Center.												

Bannock Transportation Planning Organization  
 FY 2017 Transportation Improvement Program

Route Key # Project Limits Project # Activity Description Sponsor Project Scope Description	Phase	Prior Programs	Transportation Improvement Program				Planning Projects		Total Project Cost			
			2017	2018	2019	2020	2021	PD	Total	Federal Aid	Agency Match	
I-15B; E Alameda Rd and Yellowstone 19053 Strategy Idaho Transportation Department	CN/CE PE/CE RW/LP UT				\$3,654					\$3,654	\$3,386	\$268
Safety improvement project to install medians on Yellowstone from Cedar Street to Alameda and addition of left turn pocket on southbound approach of the intersection of Alameda and Yellowstone.												
Local; FY 2019 BTPO Metropolitan Planning 18983 Planning Bannock Transportation Planning Organization	CN/CE PE/CE RW/LP UT				\$163					\$0	\$0	\$0
BTPO metropolitan planning provide funding to the MPO to conduct transportation planning efforts described in the Unified Planning Work Program.												
I 86, I 15 WEY- Overpass 19183 Bridge Replacement Bannock Transportation Planning Organization	CN/CE PE/CE RW/LP UT			\$300						\$0	\$0	\$0
Replacement of bridges at the intersection of I 15 and I 86.												
Local; FY 2020 BTPO Metropolitan Planning 19527 Planning Bannock Transportation Planning Organization	CN/CE PE/CE RW/LP UT				\$167					\$0	\$0	\$0
BTPO metropolitan planning provide funding to the MPO to conduct transportation planning efforts described in the Unified Planning Work Program.												
US-30; Garrett Way; Batiste to Main St., Pocatello 19939 Pavement Resurfacing Idaho Transportation Department	CN/CE PE/CE RW/LP UT			\$300		\$2,289				\$2,289	\$2,121	\$168

Bannock Transportation Planning Organization  
 FY 2017 Transportation Improvement Program

Route Key # Activity Description Sponsor Project Scope Description	Project Limits Project #	Phase	Prior Programs	Transportation Improvement Program				Planning Projects		Total Project Cost			
				2017	2018	2019	2020	2021	PD	Total	Federal Aid	Agency Match	
I-15, Wye Overpass to Fort Hall Boundary 20111 Pavement Resurfacing Idaho Transportation Department		CN/CE				\$8,469					\$8,469	\$7,847	\$622
		PE/CE		\$300					\$300	\$278	\$22		
		RW/LP							\$0	\$0	\$0		
		UT							\$0	\$0	\$0		
Local; FY 2021 BTPO Metropolitan Planning 19952 Planning Bannock Transportation Planning Organization		CN/CE									\$0	\$0	\$0
		PE/CE						\$181		\$0	\$0	\$0	
		RW/LP								\$0	\$0	\$0	
		UT								\$0	\$0	\$0	
BTPO metropolitan planning provide funding to the MPO to conduct transportation planning efforts described in the Unified Planning Work Program.													
Costs are in future value at the time of expenditure		CN/CE		\$7,470	\$538	\$3,654	\$0	\$1,811	\$3,905	\$17,378	\$16,103	\$1,276	
		PE/CE		\$1,374	\$9	\$163	\$167	\$181	\$0	\$1,713	\$1,587	\$126	
		RW/LP		\$0	\$0	\$468	\$0	\$0	\$0	\$468	\$434	\$34	
		UT		\$500	\$10	\$0	\$531	\$0	\$0	\$1,041	\$964	\$76	
		Total		\$8,844	\$548	\$4,285	\$167	\$1,992	\$3,905	\$19,560	\$18,124	\$1,436	

Table 2; FY 2017 -2020 TIP Transit Project List

Bannock Transportation Planning Organization  
 FY 2017 Transportation Improvement Program

Key #	Project Location	Public Scope Statement	Funding Source	Federal Funds		2017	2018	2019	2020	Total	Federal Aid	Local Match	Sponsor
				Local Funds									
18922	Pocatello UZA Capital	Construction of bus transfer station at 7th and Sherman	5310 Surb	Federal Funds		\$200				\$250	\$200	\$50	PRT
				Local Funds		\$50							
13800	Pocatello UZA Operations	Operations provide funds for the day to day operations of the PRT fixed route system.	5307 SUrb	Federal Funds	\$450	\$490	\$490	\$490	\$2,860	\$1,430	\$1,430	PRT	
				Local Funds	\$450	\$490	\$490	\$490					
13801	Pocatello UZA Capital	Capital Facility Lease provides funds to lease a transfer station for the fixed transit route system	5307 SUrb	Federal Funds	\$6	\$6	\$6	\$6	\$23	\$18	\$5	PRT	
				Local Funds	\$2	\$2	\$2	\$2					
13802	Pocatello UZA Demand Response Operation	Demand Response Operations provides door to door transit service for elderly and disabled persons in the Pocatello urban area.	5307 SUrb	Federal Funds	\$200	\$200	\$200	\$200	\$750	\$600	\$150	PRT	
				Local Funds	\$50	\$50	\$50	\$50					
13803	Pocatello UZA Preventive Maintenance	Provide all maintenance costs related to vehicles including supplies, materials, labor, services, and associated costs required to preserve or extend the life of transit vehicles.	5307 SUrb	Federal Funds	\$468	\$258	\$258	\$258	\$1,230	\$984	\$246	PRT	
				Local Funds	\$117	\$65	\$65	\$65					
19755	Pocatello UZA Capital	Capital Vehicle Replacement project will purchase new or buses to replace those busses which are beyond their useful life. An estimated three busses will be purchased	5307 SUrb	Federal Funds	\$128	\$120	\$127	\$127	\$469	\$375	\$94	PRT	
				Local Funds	\$32	\$30	\$32	\$32					
19720	Pocatello UZA Planning	Mobility management provide planning service to asset in coordinating transit services between transit provide and human	5307 SUrb	Federal Funds	\$15	\$15	\$15	\$15	\$56	\$45	\$11	PRT	
				Local Funds	\$4	\$4	\$4	\$4					
19237	Pocatello UZA Planning	The Planning project will develop a Long Range Transit Plan for Pocatello Regional Transit system.	5307 SUrb	Federal Funds	\$70				\$88	\$70	\$18	PRT	
				Local Funds	\$18								
19489	Pocatello UZA Capital	Capital Vehicle Replacement project will purchase new or buses to replace those busses which are beyond their useful life. An estimated four busses will be purchased	5339 SUrb	Federal Funds	\$230		\$230		\$575	\$460	\$115	PRT	
				Local Funds	\$58		\$58						
13804	Pocatello UZA Metro Planning	Metropolitan Planning provides funds to the MPO which are include in the Unified Planning and Work Program. The projects provide transportation planning services to region.	5303	Federal Funds	\$39	\$39	\$39	\$39	\$126	\$117	\$9	BPO	
				Local Funds	\$3	\$3	\$3	\$3					

Sponsor Codes: BPO = Bannock Transportation Planning Organization; Chubbuck = City of Chubbuck; Pocatello = City of Pocatello PRT = Pocatello Regional Transit; ITD = Idaho Transportation Department.

Draft May 9, 2016



## Financial Plan

The TIP is a financially driven programming and planning document. Projects included in the TIP have identified federal funding sources and funding sources for all local match requirements. Funding years covered under this TIP are 2017 – 2020.

Local Projects: For all local highway projects (not sponsored by ITD) the federal aid portion is funded through a committee established by Idaho Transportation Board Policy. This policy allows urban areas to work together to prioritize the estimated ten million dollars urban program. There are no formal sub-allocations of these funds. The committee works to provide a reasonable amount based on a percentage of urban populations. The guarantee is that once a project is recommended for funding and placed in the TIP including the two planning years, that project will receive funding in subsequent years. Historically, this has been the case. In FY 2017 through 2020, the annual allocation is anticipated to be \$8,182,000.

Local Match: The communities are active participants in the project selection and development processes. City councils have approved agreements stating their commitment to providing funding for the local share of a project.

Statewide and ITD Sponsored Projects: Project selection for statewide and ITD sponsored projects is made through a cooperative process. For ITD projects the local ITD district and BTPO staff meet on regional priorities and work to advance projects which meeting MTP goals and assist the achieving performance goals. The Idaho Transportation Board establishes the projects for selection Statewide competitive projects.

Transit Funding: Federal funding available for transit services within the urbanized area runs an average of \$1,306,000 per year. Table 3 shows the FTA Section 5307 Urbanized Area Formula funds annual allocation of \$1,103,027. There has been some carryover from previous years in the past so the negative balance in some years will be covered by the funds not spent in the previous year. FTA Section 5307 Funds are directly allocated to Pocatello Regional Transit for transit services. Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities and Section Bus and Bus Facilities 5339 are allocated to the State of Idaho in what is called Small Urban Appropriates. This appropriation can be used in any of the six urban areas with a population from 50,000 to 200,000. Idaho has agreed to provide a base amount to each area based on population (Table 4). The BTPO area receives about \$202,000 annually, but ITD and the other urban areas work to program the funds fully each year, if possible, so the amount received each might not equal the annual allocation.

The required local match from all sources varies from years to years but on average the amount is around \$600,000 annually. The City of Pocatello's match is around \$385,000 per year. The City of Chubbuck and Idaho State University contribute to the match based on the service provided. In the last twenty plus years of operation, Pocatello Regional Transit has managed to maintain and expand fix route service and provide complementary Paratransit service in the urbanized area. This track record and commitment for local participants are reasonable evidence that funds are available to carry out transit operations during the next four years.

**Table 3: FTA Section 5307 Annual Allocation**

FTA Section 5307	2016	2017	2018	2019	2020
Allocation	\$ 1,079,425	\$ 1,103,217	\$ 1,103,217	\$ 1,103,217	\$ 1,103,217
Programed	\$ 862,425	\$ 1,337,000	\$ 1,089,000	\$ 1,096,000	\$ 1,096,000
Available	\$ 217,000	\$ (16,783)	\$ (2,566)	\$ 4,651	\$ 11,868

**Table 4: FTA Small Urban Apportionment**

	2016 5310 Small Urban Apportionment		\$718,382
Urban Area	Small Urban Admin	10%	\$71,838.20
	Balance to Fund Small Urban Projects		\$646,544
KMPO	Coeur d' Alene	22%	\$141,365
BMPO	Idaho Falls	20%	\$128,545
LCVMPO	Lewiston	7%	\$44,594
COMPASS	Nampa	35%	\$226,635
BTPO	Pocatello	16%	\$105,404
	<i>Subtotal</i>	<i>100%</i>	<i>\$646,544</i>
	2016 5339 Small Urban Apportionment		\$662,637
Urban Area	Small Urban Admin	10%	\$66,263.70
	Balance to Fund Small Urban Projects		\$596,373
KMPO	Coeur d' Alene	22%	\$130,395
BMPO	Idaho Falls	20%	\$118,570
LCVMPO	Lewiston	7%	\$41,134
COMPASS	Nampa	35%	\$209,049
BTPO	Pocatello	16%	\$97,225
	<i>Subtotal</i>	<i>100%</i>	<i>\$596,373</i>

## Appendix A Conformity Determination

### Introduction

The Portneuf Valley Nonattainment Area (PVNAA) was shown to have met the PM<sub>10</sub> Nation Ambient Air Quality Standards (NAAQS) with the approval of the State Implementation Plan (SIP) and Maintenance Plan by the Environmental Protection Agency (EPA) on August 14, 2006 (Federal Register / Vol. 71, No. 134 / Thursday, July 13, 2006). Attainment of the maintenance plan still requires the PVNAA to demonstrate that transportation activities will not cause an additional exceedance of the PM<sub>10</sub> NAAQS.

Bannock Transportation Planning Organization (BTPO) is the Metropolitan Planning Organization (MPO) for the PVNAA, and as the MPO is required to conduct a conformity determination on the Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP).

Transportation Conformity is the process of evaluating the planned transportation activities emissions against the Motor Vehicle Emissions Budget (MVEB) established by the SIP. The SIP for the Portneuf Valley Non-Attainment Area was approved by Environmental Protection Agency (EPA) on August 14, 2006. Due to changes in the requirements for air quality modeling an amendment to that SIP and MVEB was submitted in April 2014 and was approved by EPA with an effective date of September 15, 2014 (Federal Register / Vol. 79, No. 137 / Thursday, July 17, 2014). Requirements and specification for determining transportation conformity are provided in Code of Federal Regulation Title 40 part 93.

The procedure to determine if a transportation plan or Transportation Improvement Program conforms to the SIP is the budget test. The budget test compares emissions from a particular action such as an update of the transportation plan or TIP to the emissions limitation established in the budget referred to as the Motor Vehicle Emissions Budget (MVEB).

Latest emissions model, planning assumptions, consultation and emissions budgets are the four basic criteria for a conformity determination in the TIP. For each area, inputs and assumptions will be presented. The primary purpose is to provide a detailed outline of how transportation emissions were generated.

### Portneuf Valley Non-Attainment Area Transportation Conformity Assumptions

#### Latest Emissions Model

The EPA approved Motor Vehicle Emissions Simulator Model (MOVES2014) on October 7, 2014, as the official model for conducting transportation conformity. EPA also provided a two-year grace period beginning October 7, 2014, and ending October 7, 2016, to implement the MOVES2014 for transportation conformity (Federal Register / Vol. 79, No. 194 / Tuesday, October 7, 2014). Motor Vehicle Emission Simulator Model (MOVES2014a) was used to

complete this conformity analysis. The MOVES model provides vehicle emissions for Nitrogen Oxides (NO<sub>x</sub>) and Volatile Organic Compounds (VOCs) and a portion of Particulate Matter less than ten microns (PM<sub>10</sub>). The paved road dust portion of PM<sub>10</sub> is calculated using 2011 AP-42 Compilation of Air Pollutant Emission Factors – chapter 13.

## **Latest Planning Assumptions**

In 2012, BTPO updated demographic projections along with the Travel Demand Model (TDM). The TDM was validated and calibrated with a 2015 base year. BTPO's travel demand model software is TransCAD, and the current version is TransCAD 6.0. The 2015 update study used the 2012 population data from U.S. Census data and employment data from Idaho Department of Labor Bureau of Economic Statics to project 2015 to 2040 in five-year intervals. The BTPO Travel Model Users Guide is available on the BTPO website. The guide provides inputs and assumptions used in the development of the TDM.

## **Transit Assumptions**

Built into the TDM is a method to account for non-vehicle travel. While this approach is not an official mode split model, it does assume which percentage of trips from district to district would use transit, walking or bicycling as a mode of travel. In this method, the cost of transit and number of riders is considered to be constant over the twenty years of the TDM.

## **Key Assumptions**

The TDM and emission inventory documents (links provided) provide a detailed description of inputs used in the development of conformity models. Both the TDM and the MOVES model are complicated software packages which used local data to reproduce or simulate either travel or emissions for existing and future conditions. This section provides key assumptions or inputs of the for the TDM and MOVES model.

## **Vehicle Miles Traveled Inputs**

Household Disaggregation: The housing units for each Transportation Analysis Zone (TAZ) is divided or converted into the household size and the number of workers based on 2015 data.

Trip Generation: Based on the BTPO household travel survey the average weekday person trips are generated for six trip purposes which are:

- HBW – Home Base Work
- HBC – Home Base College
- SCH – Home Based School
- HBS – Home Based Shopping
- HBO – Home Based Other
- NHB – Not Home Based

Trip Distribution: BTPO's model uses a destination choice trip distribution model which was developed from the household travel survey data. The employment data is tracked by retail, service, education, and other employment types.

Mode Split: The model split model uses a simple lookup table of auto share by district production-attraction pairs as calculated from the household survey by trip purpose.

TDM VMT: The TDM provides output in the form of Average Daily Traffic (ADT). ADT is converted to Vehicle Miles Traveled (VMT) by multiplying the length of each segment by the ADT of that segment.

Annual VMT: The data from the Highway Performance Monitoring System (HPMS) and Idaho Transportation Department's (ITD) Automatic Traffic Reorders (ATRs) are used to generate a weekday/weekend ration and fleet mix for each road types which applied to the TDM VMT. VMT for local roads which include local streets and centroid connectors was not adjusted.

Road Types: The TDM, FHWA, and MOVES all use different roadway types. A crosswalk table was developed which convert the BTPO TDM road types into the four road types employed by MOVES.

Monthly, Daily and Hourly VMT: The ART data for an entire year was evaluated to develop a fraction of travel which occurs in each month, day and hour for each road type and vehicle classification. National defaults were used for short and long-haul commercial trucks.

### **Vehicle Fleet Key Assumptions**

Vehicle population and age distribution came from four sources which are:

- Cars, motorcycles, trucks and light commercial trucks – Idaho DMV
- Intercity and transit buses – Phone interview with providers
- School buses – Idaho Department of Education
- Commercial trucks – Short and long haul – National defaults

The vehicle population data was for Bannock County. The 2010 census population percentage of the PVNAA to the county population was 89.3 percent. That percentage was used to scale those populations with local data. Populations with national data of VMT from local sources was used to scale the national defaults.

Vehicle Age Distribution was developed for Bannock County using a VIN –decoded vehicle registration data. The same age distribution was used for both the 2011 and 2020 emissions inventory and all of the conformity runs.

### **Vehicle Hours Traveled (VHT) Key Assumptions**

Vehicle hours traveled inputs characterize the time spent traveling and the average speed of a vehicle traveling on specific road type. The hourly ATR traffic count data was used to create an hourly volume for each roadway class which was assigned to outputs of the BTPO TDM. The Akcelik volume-delay function from the TDM was used to adjust the average speed to account for congestion. The same volume-delay function was used in the MOVES and TDM modeling.

## **Fuel-Related Key Assumptions**

For 2015 runs national defaults were used – except for E10 market share where only 99 percent was used for E10 and one percent assigned for ethanol free gasoline. From 2020 on, the national default fuel supply was used. National defaults were used to account for alternative fueled vehicles.

## **Meteorology Key Assumptions**

Meteorology inputs including hourly average temperature, relative humidity and precipitation came from observed data for 2011 at the Pocatello Regional Airport. All conformity runs use 2011 meteorology data.

## **Paved Road Dust Key Assumptions**

AP-42 Compilation of Air Pollutant Emission Factors was used to determine paved road dust emissions on a daily basis. The emissions for each roadway type is the product of the emission factors and the VMT each day. Components of the road dust equation are VMT, road surface silt loading, average vehicle weight and precipitation. Differences in silt loading during winter and summer season requires defining the seasons. For analysis purposes, the winter season is defined as November 1 – February 29 and the summer season as April 1 – October 31.

Vehicle Miles Traveled: VMT is generated from the TDM outputs along with ART data to get hourly distribution by roadway type.

Silt Loading: Silt loading is the average amount of material on the road. Due to changes in road sanding the PVNAA now uses national defaults. Silt loading for paved road emission calculations is available in Table 8 of the Emission Inventory document.

Average Vehicle Weight: Average vehicle type for each roadway was determined from the ART data. The data was converted to FHWA vehicle classification and then to the MOVES vehicle type. The national default average vehicle weight was used for each vehicle type.

Precipitation Data: If there is a day with more than a trace of precipitation ( $\geq 0.01$  inches) that day is considered not to have measurable road dust. Data came from the MESOWEST and Western Regional Climate Center and was for 2011. All emission runs use 2011 data.

## **Time Horizons**

CFR 40 §93.106(d)(1) and CFR 40 §93.106(d)(2) allow the modification of the time horizon if the Policy Board in conjunction with IDEQ and other stakeholders agree. BTPO has elected to modify the timeframe of the conformity determination. In analyzing the timeframe requirements in CFR 40 §93.106(a)(1), CFR 40 §93.106(d)(1) and CFR 40 §93.118(b)(2) the following horizon or analysis year have been identified:

- Horizon Year 2020 – This horizon year is the last year of the Motor Vehicle Emission Budget and within ten years of the validation of the travel demand model.
- Horizon Year 2025 – This is the tenth year of the 2040 Metropolitan Transportation Plan (MTP).

In addition to the two analysis years 2040, which is the last year of the 2040 MTP, is included for informational purposes only.

### **Projects Included in the FY 2017 – 2020 TIP Conformity Determination**

Transportation conformity is designed to ensure that transportation activities within the area will not exceed the MVEB for that area. Transportation conformity at a program level pertains to the Transportation Plan and the Transportation Improvement Program. Projects in a TIP must be included in a conforming Transportation Plan which was approved in January 2014.

For each horizon, the list below includes all federally funded projects which will be constructed from 2015 to 2040. No other projects which are considered regionally significant will be constructed during the time horizon. Table A-1 lists exempt projects which are included in the FY 2017 – 2020 Transportation Improvement Program. Table 2 lists the FY 2017 – 2020 Transportation Improvement Program projects which are in the 2020 Horizon Year. Table 3 lists the Intersection of Hawthorne and Quinn (Key #12099) that is in Preliminary Development, but the anticipated construction date is 2022 which puts the project in the 2025 Horizon year.

Also included in the 2025 Horizon year from the 2040 MTP are:

- Yellowstone – Park Lawn and Siphon: Widen existing road from two to five lanes in 2023.
- I-15 South 5th Interchange (IC61): Reconstruct the interchange to align off-ramps 2025.

The 2040 Horizon Year includes those projects identified in the 2040 MTP after 2025, they include:

- Hawthorne Road Widening: Widen Hawthorn Road 600' south of I-18 to Chubbuck Road from two or three lanes to five lanes.
- Hiline Road widening: Widen Hiline Road from Alameda to Pearl from two lanes to five lanes.

The projects included in the 2025 and 2040 Horizons were taken from BTPO's 2040 Metropolitan Transportation Plan Table 7-5 funding for the Preferred Scenario.

**Table A - 1 Horizon Year 2020**

Key Number	Project Name	Project Description	Activity Year	Sponsor	Conformity
11657	Intersection of Alameda and Jefferson	Realign intersection	2017	Pocatello	Required
12444	Off System; Portneuf River Lewis St. Bridge	Bridge Rehabilitation	2017	Pocatello	Exempt
13119	Benton Street Bridge	Bridge Rehabilitation	2017	Pocatello	Exempt
13565	Local; FY 2017 BTPO Metropolitan Planning	Planning	2017	BTPO	Exempt
14021	Local; FY 2018 BTPO Metropolitan Planning	Planning	2018	BTPO	Exempt
18983	Local; FY 2019 BTPO Metropolitan Planning	Planning	2019	BTPO	Exempt
19527	Local; FY 2020 BTPO Metropolitan Planning	Planning	2020	BTPO	Exempt
ORN20210	Local; FY 2021 BTPO Metropolitan Planning	Planning	2021	BTPO	Exempt
12099	Intersection of Hawthorne and Quinn	Improve capacity by installing signal or other traffic control device	2021	Pocatello	Required
19053	I-15B, E Alameda Rd and Yellowstone	Safety improvement of medians and capacity improvements to intersection	2019	ITD	Required
ORN20109	US-30, Garrett Way; Batiste to Main St., Pocatello	Pavement resurfacing	2019	ITD	Exempt
ORN20111	I-15, Wye Overpass to Fort Hall Boundary	Pavement resurfacing	2019	ITD	Exempt
19183	I 85, I 15 WYE Overpass	Bridge Replacement Design	2017	ITD	Exempt
18922	Pocatello UZA Capital	Construction of bus transfer station at 7th and Sherman	2018	PRT	Exempt
13800	Pocatello UZA Operations	Operations provide funds for the day to day operations of the PRT fixed route system.	2017-2020	PRT	Exempt



Bannock Transportation Planning Organization  
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Key Number	Project Name	Project Description	Activity Year	Sponsor	Conformity
13801	Pocatello UZA Capital	Capital Facility Lease provides funds for leasing a transfer station for the fixed transit route system	2017-2020	PRT	Exempt
13802	Pocatello UZA Demand Response Operation	Demand Response Operations provides door to door transit service for elderly and disabled persons in the Pocatello urban area.	2017-2020	PRT	Exempt
13803	Pocatello UZA Preventive Maintenance	Provide all maintenance costs related to vehicles including supplies, materials, labor, services, and associated costs required to preserve or extend the life of transit vehicles.	2017-2020	PRT	Exempt
19755	Pocatello UZA Capital	Capital Vehicle Replacement project will purchase new or buses to replace those buses which are beyond their useful life. An estimated four buses will be purchased.	2017-2020	PRT	Exempt
ORN19489	Pocatello USZ Planning	Mobility Management provides planning service to the asset in coordinating transit services between transit providers and human service agencies.	2017-2020	PRT	Exempt
ORN19488	Pocatello UZA Planning	The Planning project will develop a Long Range Transit Plan for Pocatello Regional Transit system.	2017	PRT	Exempt
13804	Pocatello USA Metro Planning	Metropolitan Planning provides funds to the MPO which are included in the Unified Planning and Work Program. The projects provide transportation planning services to the region.	2036-2040	BTPO	Exempt
Sponsor Codes: BPO = Bannock Transportation Planning Organization; Chubbuck = City of Chubbuck; Pocatello = City of Pocatello PRT = Pocatello Regional Transit; ITD = Idaho Transportation Department.					
Conformity: Yes indicates that the project is required to be included in the Conformity Determination. Exempt indicates that the project type is listed in 40 CFR §93.126 Table 2.					
Projects included in the MTP but outside the range of the TIP were taken from Table 7-5 Funding for the Preferred Scenario. These projects are listed with an MTP key number					

**Table A - 2: Horizon Year 2025**

Key Number	Project Name	Activity	Year of Activity	Sponsor	Conformity
12098	Center Street Underpass	Bridge Rehabilitation	2025	Pocatello	Exempt
MTP	Yellowstone - Park Lawn and Siphon	Widen existing road from two to five lanes	2023	ITD	Required
MTP	I-15 South 5th Interchange (IC61)	Reconstruct the interchange to align off-ramps	2025	ITD	Required
Sponsor Codes: BPO = Bannock Transportation Planning Organization; Chubbuck = City of Chubbuck; Pocatello = City of Pocatello PRT = Pocatello Regional Transit; ITD = Idaho Transportation Department.					
Conformity: Yes indicates that the project is required to be included in the Conformity Determination. Exempt indicates that the project type is listed in 40 CFR §93.126 Table 2.					
Projects included in the MTP but outside the range of the TIP were taken from Table 7-5 Funding for the Preferred Scenario. These projects are listed with an MTP key number					

**Table A - 3: Horizon Year 2040**

Key Number	Project Name	Activity	Year of Activity	Sponsor	Conformity
MTP	Hawthorne: 600 feet south of I-86 to Chubbuck Road	Widen the roadway from 2 or 3 lanes to four lanes with center turn lanes and bicycle lanes	2030	Pocatello	Required
MTP	Hiline Road: Alameda to Pearl	Widen the roadway from 2 lanes to four lanes with center turn lanes and bicycle lanes	2035	Pocatello	Required
Sponsor Codes: BPO = Bannock Transportation Planning Organization; Chubbuck = City of Chubbuck; Pocatello = City of Pocatello PRT = Pocatello Regional Transit; ITD = Idaho Transportation Department.					
Conformity: Yes indicates that the project is required to be included in the Conformity Determination. Exempt indicates that the project type is listed in 40 CFR §93.126 Table 2.					
Projects included in the MTP but outside the range of the TIP were taken from Table 7-5 Funding for the Preferred Scenario. These projects are listed with an MTP key number					

### Motor Vehicle Emissions Budget

The PVNAA Motor Vehicle Emission Budget has been updated to reflect emission modeling with the MOVES model and the revised State Implementation Plan.

**Table A - 4: PVNAA Motor Vehicle Emissions Budget**

Year	PM <sub>10</sub> (TPY)	NO <sub>x</sub> (TPY)	VOC (TPY)
2005	N/A	N/A	N/A
2011	415	1364	903
2020	498	856	651

## Results

Tables A-5, A-6, and A-7 provide the transportation emission outputs of the MOVES2014a model and Road Dust calculations from AP 42 13.3.1. All reported emissions are shown but only NO<sub>x</sub>, VOC, and PM<sub>10</sub> have an emissions budget. Other results are for information only. For Horizon years 2020, 2025 and 2040 the proposed TIP and MTP passes the budget test and therefore is in conformity with the State Implementation Plan.

**Table A - 5: 2020 Horizon Year Budget Test**

Year 2020			
pollutantName/Activity	PVNAA	MVEB(2020)	Conformity Test
VMT	449,832,411		
VehiclePopulation	52,390		
Carbon Monoxide (CO)	3561		
Ammonia (NH3)	13		
Oxides of Nitrogen (NOx)	472	856	PASS
Sulfur Dioxide (SO2)	2		
Volatile Organic Compounds	341	651	PASS
Primary OnRoad and RoadDust PM10 - Total	360	498	PASS
Primary OnRoad and RoadDust PM2.5 - Total	34		
Primary OnRoad PM10 - Total	16		
Primary OnRoad PM2.5 - Total	14		
RoadDust PM10 - Total	344		
RoadDust PM2.5 - Total	20		

Note: calculation method for RoadDust is AP 42 13.2.1 Paves Road (Version January, 2011)

**Table A - 6: 2025 Horizon Year Budget Test**

Year 2025			
pollutantName/Activity	PVNAA	MVEB(2020)	Conformity Test
VMT	484,070,654		PASS
VehiclePopulation	56,324		
Carbon Monoxide (CO)	2906		
Ammonia (NH3)	13		
Oxides of Nitrogen (NOx)	302	856	
Sulfur Dioxide (SO2)	2		
Volatile Organic Compounds	275	651	
Primary OnRoad and RoadDust PM10 - Total	383	498	
Primary OnRoad and RoadDust PM2.5 - Total	30		
Primary OnRoad PM10 - Total	10		
Primary OnRoad PM2.5 - Total	9		
RoadDust PM10 - Total	373		
RoadDust PM2.5 - Total	21		

Note: calculation method for RoadDust is AP 42 13.2.1 Paves Road (Version January, 2011)

**Table A - 7: 2040 Horizon Year Budget Test**

Year 2040			
pollutantName/Activity	PVNAA	MVEB(2020)	Conformity Test
VMT	600,430,157		PASS
VehiclePopulation	69,685		
Carbon Monoxide (CO)	1560		
Ammonia (NH3)	14		
Oxides of Nitrogen (NOx)	144	856	
Sulfur Dioxide (SO2)	2		
Volatile Organic Compounds	161	651	
Primary OnRoad and RoadDust PM10 - Total	466	498	
Primary OnRoad and RoadDust PM2.5 - Total	32		
Primary OnRoad PM10 - Total	6		
Primary OnRoad PM2.5 - Total	5		
RoadDust PM10 - Total	460		
RoadDust PM2.5 - Total	26		

Note: calculation method for RoadDust is AP 42 13.2.1 Paves Road (Version January, 2011)

## Appendix B Public Involvement Process

### **Activity**

The BTPO Public Involvement Plan approved March 4, 2013, governs how public involvement will be conducted for different type projects. Public involvement for FY 2017 -2020 Transportation Improvement Program involved a notice in the Idaho State Journal (printed and web version) and an email notice to the public involvement list. The notice was also published on BTPO's website and Facebook page.

### **Public Comments**

No public comments on the FY 2017 – 2020 TIP were received.

## Appendix C Self-Certification

### METROPOLITAN TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION

The Idaho Department of Transportation and the Bannock Transportation Planning Organization on behalf of the transportation related jurisdictions and agencies of the Portneuf Valley Non-Attainment Area, 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 applicable requirements of:

1. 49 U.S. C. Section 5323(k), 23 U.S.C. 135, and 23 CFR part 450.220;
2. Section 174 and 176 (c) and (d) of the Clean Air Act, as amended and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 42 U.S.C 2000d-1 and 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. 114-337) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity on Federal and Federal-aid highway construction contracts;
7. The provision of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulation;
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.

Bannock Transportation Planning Organization

Idaho Transportation Department

\_\_\_\_\_  
Mori R Byington  
Planning Director

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Randy Gill  
Planning Services Engineer,  
Division of Transportation

Performance

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Date

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Date