



BANNOCK

**Transportation Planning
ORGANIZATION**

210 E. Center Street | P.O. Box 6129 | Pocatello ID 83205

Transportation Improvement Program



2018 -2022



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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 this Transportation Improvement Program. The TIP is consistent with the 2040 Metropolitan Transportation Plan approved January 5, 2015.

This document provides a financial constraint TIP that represents BTPO's regional priorities for expenditures of federal funds for fiscal years 2018-2021. 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.

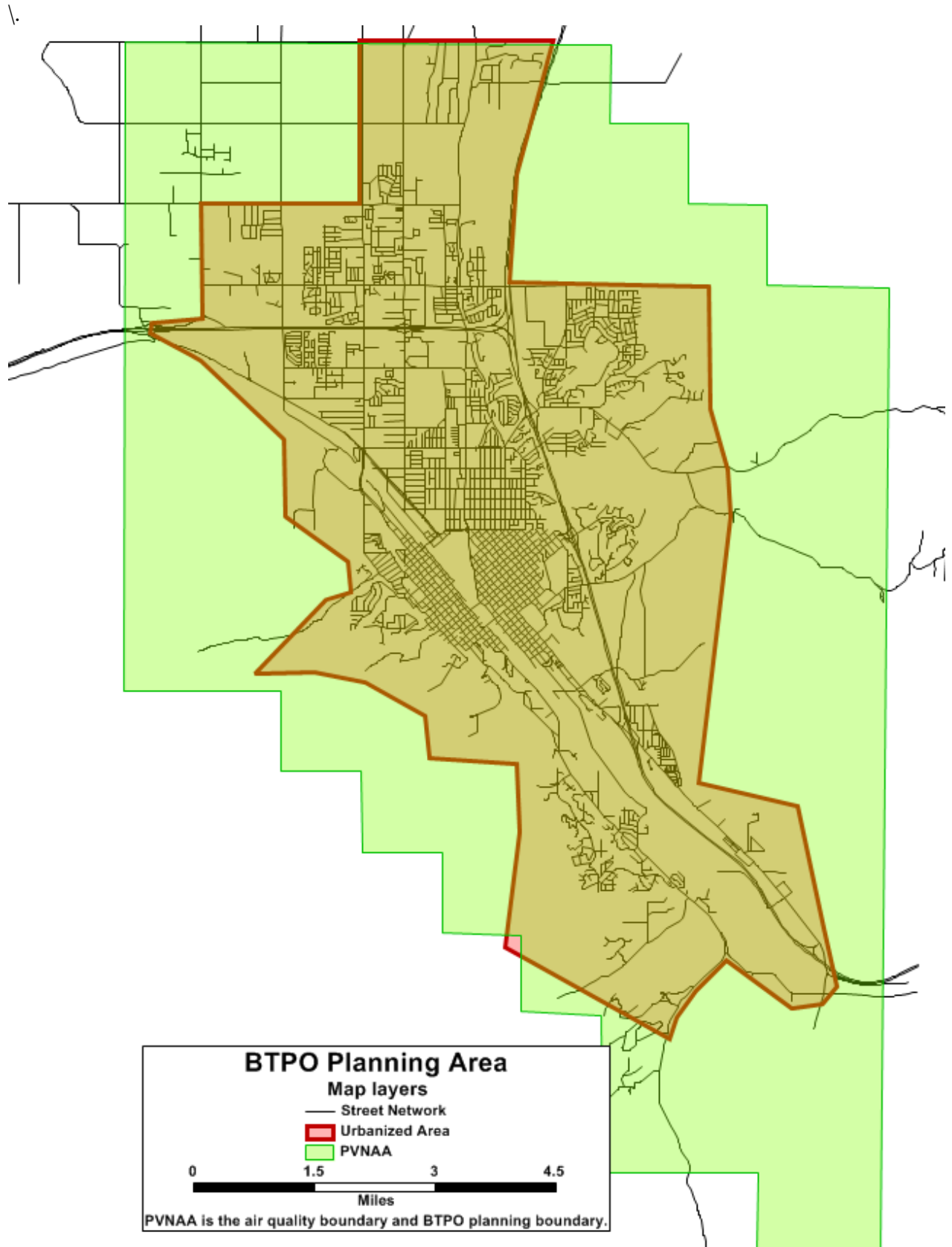


Figure 1: BTPO Planning Area

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.

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 because 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. Having all transportation planning activities 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 2023 is a planning year to develop the

projects to the point they are ready to move into the TIP in the next year or two. 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 2018 – 2021, 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 number of funds towards activities and programs which address the safety issues within the state. ITD updated the SHSP in 2016. The Idaho Strategic Highway Safety Plan can be viewed online at http://apps.itd.idaho.gov/apps/ohs/Plan/FFY16-FFY20_SHSP.pdf.
- **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 organizations 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.

Public Involvement and Amendment Process

Public Involvement

Public participation 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. BTPO provides opportunities for the public to contribute in the transportation decision-making at specific milestones in the development process. BTPO's Public Involvement Plan outlines the development and review process for the TIP.

Amendment Process

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

Program Development

The FY 2018-2021 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 sources of finance 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 program determines the use 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

Most projects identified in the TIP are federally funded. The FAST act defines 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 following 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 particular 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 own 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. MTP determines 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.

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 Transportation Alternative Program (TAP) statewide. 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

Transportation planning has used performance measures for a long time, but the Federal Highway Act Moving Ahead for Progress in the Twenty-first Century (MAP-21) emphasized the linkage between performance measures and the allocation of resources. Performance-based planning encourages Metropolitan Planning Organizations (MPO), and State Department of Transportation's to allocate resources to those areas where improvements are needed. Identified performance measures monitor the performance of the system and should affect the allocation of additional resources. The current Federal Highway Act FAST continues the requirement of linking performance to the planning and programming process. Five national priorities were developed which cover the performance of the transportation system, and two others were developed to evaluate the process of developing and constructing projects with Federal transportation funds. The national priorities are:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
- **System Reliability** - To improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

BTPO's Performance Measures Methodology Report provides specific performance measures within each performance category. For each category, a summary of the impact projects within this TIP will have on the various measures. FHWA and FTA have completed the rulemaking process on all performance priorities, but the target requirements for some of the congestion and safety measures do not take place until 2018. As identified in the TIP development process section, there are few projects which BTPO has significant influence. Specific programs such as bridge, pavement, and safety identify projects which meet the criteria for that performance category. The two statewide safety programs are competitive, but the criteria are designed to allow agencies to meet their performance targets.

Safety

The five safety performance measures relate to the reduction of fatal and serious injury crashes. The last several TIP's have had many projects which address locations with high rates of fatality and serious injury crashes. The E. Alameda Road and Yellowstone project's primary purpose is

to reduce serious injuries that has occurred along this section of roadway. Since the performance measures is a five-year rolling average, the impact of this project will not be known for several years.

Infrastructure Condition

The TIP includes two ITD's pavement management system identified pavement improvements on the NHS. These improvements should help maintain and improve pavement condition. In the 2016 Bridge report, three bridges within the BTPO planning area were in poor condition. Benton Street Bridge was completed in 2017, and the other two are included in ORN20446 I-86/I-15 Interchange Complex, which is scheduled for 2022 and 2023.

Congestion Reduction

The performance measures and methodology are listed in 23 CFR Part 490.507. Currently, Idaho Transportation Department is working on these performance measures and does not currently have last of the existing condition for this measure. BTPO maintains a travel time performance measures and the section of Yellowstone Avenue is the only area where the measure is exceeded. Travel Demand Modeling has shown that the Siphon Interchange (2018) will reduce congestion in that section of roadway and therefore should improve travel time.

System Reliability

The base online data for these performance measures are not completed which prevents the impact of the TIP on system reliability to be determined. In travel demand model runs which include a Siphon Interchange on I-15 show an improvement in National Highway System roadway volumes. This lower volume should lead to improved System Reliability.

Transportation Improvement Program Project List

The following section provides a list of projects recommended for the FY 2018– 2021 TIP. Table 1 identifies FHWA Federal-aid funded projects. Table 2 identifies FTA funded public transportation projects which are divided into activity categories. Table 3 identifies FHWA and FTA funded planning projects.

Bannock Transportation Planning Organization
 FY 2018 Transportation Improvement Program

Table 1: FY 2018 -FY 2021 TIP Highway Projects List

Route Project Limits Key # Mile Post Performance Measure Sponsor Project Scope Description	Phase	Prior Programs	Transportation Improvement Program				Planning Projects		Total Project Cost			
			2018	2019	2020	2021	2022	PD	Total	Federal Aid	State	Agency Match
SMA7031, Intersection of Hawthorne and Quinn 12099 1.063 - 1.067 City of Pocatello	Construction			\$ 520	\$ 1,810			\$ 2,331	\$ 2,160		\$ 171	
	Development	\$ 550						\$ 550	\$ 510		\$ 40	
	Right of Way		\$ 459					\$ 459	\$ 425		\$ 34	
Intersection of Hawthorne and Quinn Improves intersection operations by installation of traffic signal. The project reduces congestion in the peak periods.												
Off System, Portneuf Greenway to Monte Vista 19945 0.0 - 0.0 City of Pocatello	Construction		\$ 383					\$ 383	\$ 355		\$ 28	
	Development	\$ 54						\$ 54	\$ 50		\$ 4	
	Right of Way							\$ -	\$ -		\$ -	
This project will construct a Class I multi-purpose trail from Monte Vista to the Idaho Farm Bureau Trail system												
I-15, Northgate Interchange 20314 73.6 - 73/6 Idaho Transportation Department	Construction		\$ 8,400					\$ 8,400	\$ 7,783		\$ 617	
	Development	\$ -	\$ 600					\$ 600	\$ 556		\$ 44	
	Right of Way							\$ -	\$ -		\$ -	
Construction of an Interstate interchange at Siphon Road and construction of connecting Olympus Drive and Siphon Road to the new interchange.												
Off System, Bannock County Event Center Ped Path 20028 MP 0.0 - 0.0 Bannock County	Construction		\$ 435					\$ 435	\$ 403		\$ 32	
	Development							\$ -	\$ -		\$ -	
	Right of Way							\$ -	\$ -		\$ -	
The Event Center pedestrian path will connect Bench Road, Fairgrounds Drive and Chubbuck Road bike/pedestrian routes together and allow access to Wellness Complex												
I-15B, E. Alameda Road and Yellowstone 19053 MP 4.206 - 4.459 Idaho Transportation Department	Construction		\$ 3,870					\$ 3,870	\$ 3,586		\$ 284	
	Development	\$ 253						\$ 253	\$ 234		\$ 19	
	Right of Way	\$ 625						\$ 625	\$ 579		\$ 46	
Safety improvement of medians and increased storage bay length to west and north bound legs												
US-30, Garrett Way; Batiste to Main Street 19939 MP 332.334 - 333.852 Idaho Transportation Department	Construction		\$ 2,244					\$ 2,244	\$ 2,079		\$ 165	
	Development	\$ 300						\$ 300	\$ 278		\$ 22	
	Right of Way							\$ -	\$ -		\$ -	
Resurface Pavement												

Bannock Transportation Planning Organization
 FY 2018 Transportation Improvement Program

Route Project Limits Key # Mile Post Performance Measure Sponsor Project Scope Description	Phase	Prior Programs	Transportation Improvement Program				Planning Projects		Total Project Cost			
			2018	2019	2020	2021	2022	PD	Total	Federal Aid	State	Agency Match
I-15, Wye Overpass to Fort Hall Boundary 20064 MP 71.746 - 76 Idaho Transportation Department	Construction		\$ 8,303						\$ 8,303	\$ 7,693		\$ 609
	Development	\$ 300							\$ 300	\$ 278		\$ 22
	Right of Way								\$ -	\$ -		\$ -
Resurface the interstate highway												
STP-7341, Center Street Underpass 12098 MP 299.119 - 299.208 City of Pocatello	Construction						\$ 4,771		\$ 4,771	\$ 4,421		\$ 350
	Development	\$ 732							\$ 732	\$ 678		\$ 54
	Right of Way								\$ -	\$ -		\$ -
Project will replace the pavement in the underpass and provide improvement to retaining walls. Pedestrian facilities will be updated and pedestrian bridge over W. Center Street added.												
I-86/I-15 Interchange Complex 20651 MP 0.0 -0.0 Idaho Transportation Department	Construction						\$ 22,190	\$ 38,643	\$ 60,833	\$ 56,368		\$ 4,465
	Development	\$ -	\$ 500	\$ 612	\$ 208	\$ 53			\$ 1,373	\$ 1,272		\$ 101
	Right of Way								\$ -	\$ -		\$ -
Updates the Interchange complex including repair or replacement of bridges and ramps												
<i>Costs are in Year of Expense value and in 1,000 of dollars.</i>	Construction		\$383	\$14,852	\$520	\$1,810	\$22,190	\$43,414	\$83,169	\$77,064	\$0	\$6,105
	Development		\$500	\$612	\$208	\$53	\$0	\$0	\$3,562	\$3,301	\$0	\$261
	Right of Way		\$0	\$459	\$0	\$0	\$0	\$0	\$1,084	\$1,004	\$0	\$80
	Total		\$ 883	\$ 15,923	\$ 728	\$ 1,863	\$ 22,190	\$ 43,414	\$ 87,815	\$ 81,369	\$ -	\$ 6,446

Table 2; FY 2018 -2021 TIP Transit Project List

Bannock Transportation Planning Organization
 FY 2018 Transportation Improvement Program

Transit Project			Funding Source	Federal Funds	2018	2019	2020	2021	2022	PD	Total	Federal Aid	Local Match	Sponsor
Key #	Project Location	Public Scope Statement		Local Funds										
13800	Pocatello UZA Operations	Operations provide funds for the day to day operations of the PRT fixed route system.	5307 SUrb	Federal Funds	\$490	\$490	\$490	\$490			\$3,920	\$980	\$980	PRT
				Local Funds	\$490	\$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			\$30	\$12	\$3	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			\$1,000	\$400	\$100	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	\$258	\$258	\$258	\$258			\$1,290	\$516	\$129	PRT
				Local Funds	\$65	\$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	\$120	\$127	\$127	\$127			\$626	\$247	\$62	PRT
				Local Funds	\$30	\$32	\$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			\$75	\$30	\$8	PRT
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			\$576	\$230	\$58	PRT
				Local Funds		\$58		\$58						
Sponsor Codes: BPO = Bannock Transportation Planning Organization; Chubbuck = City of Chubbuck; Pocatello = City of Pocatello PRT = Pocatello Regional Transit; ITD = Idaho Transportation Department. Draft June 9, 2017														
			5307	Federal Funds	\$1,089	\$1,096	\$1,096	\$1,096						
				Local Funds	\$640	\$642	\$642	\$642						
				Total	\$599	\$836	\$606	\$836						
			5310	Federal Funds										
				Local Funds										
				Total										
			5339	Federal Funds	\$0	\$230	\$0	\$230						
				Local Funds	\$0	\$58	\$0	\$58						
				Total	\$0	\$288	\$0	\$288						

Bannock Transportation Planning Organization
 FY 2018 Transportation Improvement Program

Table 3 – FY 2018 – 2021 TIP Planning Projects

Route Project Limits Key # Sponsor Project Scope Description	Phase	Prior Program s	Transportation Improvement Program				Planning Projects		Total Project Cost				
			2018	2019	2020	2021	2022	PD	Total	Federal Aid	State	Agency Match	
Local, FY 2018 BTPO Metro Planning 14021 Bannock Transportation Planning Organization	Construction		\$ 160							\$ 160	\$ 148		\$ 12
	Development									\$ -	\$ -		\$ -
	Right of Way									\$ -	\$ -		\$ -
Federal Highway Administration Planning funds for metropolitan planning activities within the Pocatello Urbanized Area.													
Local, FY 2019 BTPO Metro Planning 18983 Bannock Transportation Planning Organization	Construction			\$ 163						\$ 163	\$ 151		\$ 12
	Development									\$ -	\$ -		\$ -
	Right of Way									\$ -	\$ -		\$ -
Federal Highway Administration Planning funds for metropolitan planning activities within the Pocatello Urbanized Area.													
Local, FY 2020 BTPO Metro Planning 19527 Bannock Transportation Planning Organization	Construction				\$ 167					\$ 167	\$ 155		\$ 12
	Development									\$ -	\$ -		\$ -
	Right of Way									\$ -	\$ -		\$ -
Federal Highway Administration Planning funds for metropolitan planning activities within the Pocatello Urbanized Area.													
Local, FY 2021 BTPO Metro Planning 19952 Bannock Transportation Planning Organization	Construction					\$ 167				\$ 167	\$ 155		\$ 12
	Development									\$ -	\$ -		\$ -
	Right of Way									\$ -	\$ -		\$ -
Federal Highway Administration Planning funds for metropolitan planning activities within the Pocatello Urbanized Area.													
Local, FY 2022 BTPO Metro Planning 20432 Bannock Transportation Planning Organization	Construction						\$ 167			\$ 167	\$ 155		\$ 12
	Development									\$ -	\$ -		\$ -
	Right of Way									\$ -	\$ -		\$ -
Federal Highway Administration Planning funds for metropolitan planning activities within the Pocatello Urbanized Area.													
Pocatello UZA Metro Planning 13804 Bannock Transportation Planning Organization	Construction		\$ 42	\$ 42	\$ 42	\$ 42				\$ 168	\$ 156		\$ 12
	Development									\$ -	\$ -		\$ -
	Right of Way									\$ -	\$ -		\$ -
Federal Transit Administration Section 5303 Planning funds for metropolitan planning activities within the Pocatello Urbanized Area.													

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 2018 – 2021.

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 2018 through 2021, 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: A cooperative process is used to select projects from statewide and ITD sponsored programs. 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 targets. 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 4 shows the FTA Section 5307 Urbanized Area Formula funds annual allocation of \$1,103,027. Pocatello Regional Transit receives FTA Section 5307 Funds directly from the Federal Transit Administration. The State of Idaho receives Small Urban allocations for Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities and Section Bus and Bus Facilities 5339. The State can use this appropriation in any of the six urban areas with a population from 50,000 to 200,000. ITD has agreed to provide a base amount to each area based on population (Table 5). 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 annually. 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 4: FTA Section 5307 Annual Allocation

FTA Section 5307	2018	2019	2020	2021
Allocation	\$1,103,217	\$1,103,217	\$1,103,217	\$1,103,217
Programed	\$1,089,000	\$1,096,000	\$1,096,000	\$1,096,000
Available	\$14,217	\$7,217	\$7,217	\$7,217

Table 5: FTA Small Urban Apportionment

Urban Area	2017 5310 Small Urban Apportionment		\$718,382
	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>
Urban Area	2017 5339 Small Urban Apportionment		\$662,637
	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>

Air Quality Conformity

The Portneuf Valley Nonattainment Area (PVNAA) was shown to have met the PM₁₀ National Ambient Air Quality Standards (NAAQS) with the approval of the re-designation request and associated State Implementation Plan (SIP)/Maintenance Plan by the Environmental Protection Agency (EPA) (71 FR 39574, July 13, 2006). Federal transportation rules require that “maintenance areas” demonstrate attainment of the motor vehicle emissions budgets (MVEB) in the maintenance plan. The PVNAA is required to demonstrate that transportation activities will not cause additional exceedance of the PM₁₀ 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 latest SIP for the Portneuf Valley Non-Attainment Area was approved by Environmental Protection Agency (EPA) on July 13, 2006, and effective 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 (79 FR 41647, July 17, 2014). Requirements and specification for determining transportation conformity are provided in Code of Federal Regulation Title 40 CFR 93.100 – 93.129 and 40 CFR 51.390.

The State of Idaho Rules for the Control of Air Pollution in Idaho IDAPA 58.01.01.563 through 58.01.01.574 describe the rules and procedures for determining transportation conformity.

The procedure to determine if Long-Range Transportation Plan or Transportation Improvement Program conforms to the SIP is the budget test. The budget test compares emissions from a specific action such as an update of the LRTP 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. For each area, inputs and assumptions will be presented. The main purpose is to provide a detailed outline of how transportation emissions were generated.

The conformity analysis is for both the TIP and the LRTP, therefore the conformity determination is developed as a separate document and can be found on BTPO's website at:

Figures 2 through 4 are taken from the analysis and 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.

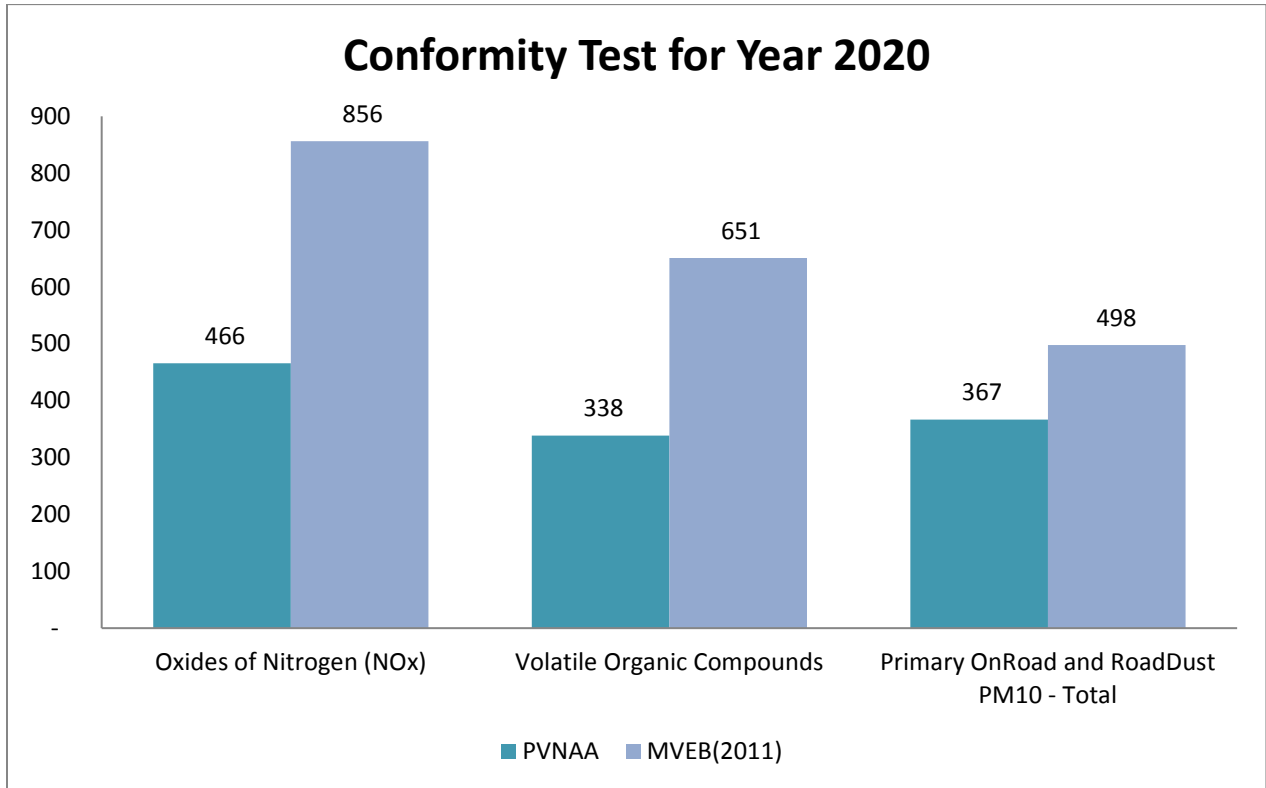


Figure 2 - Conformity Test for Horizon Year 2020

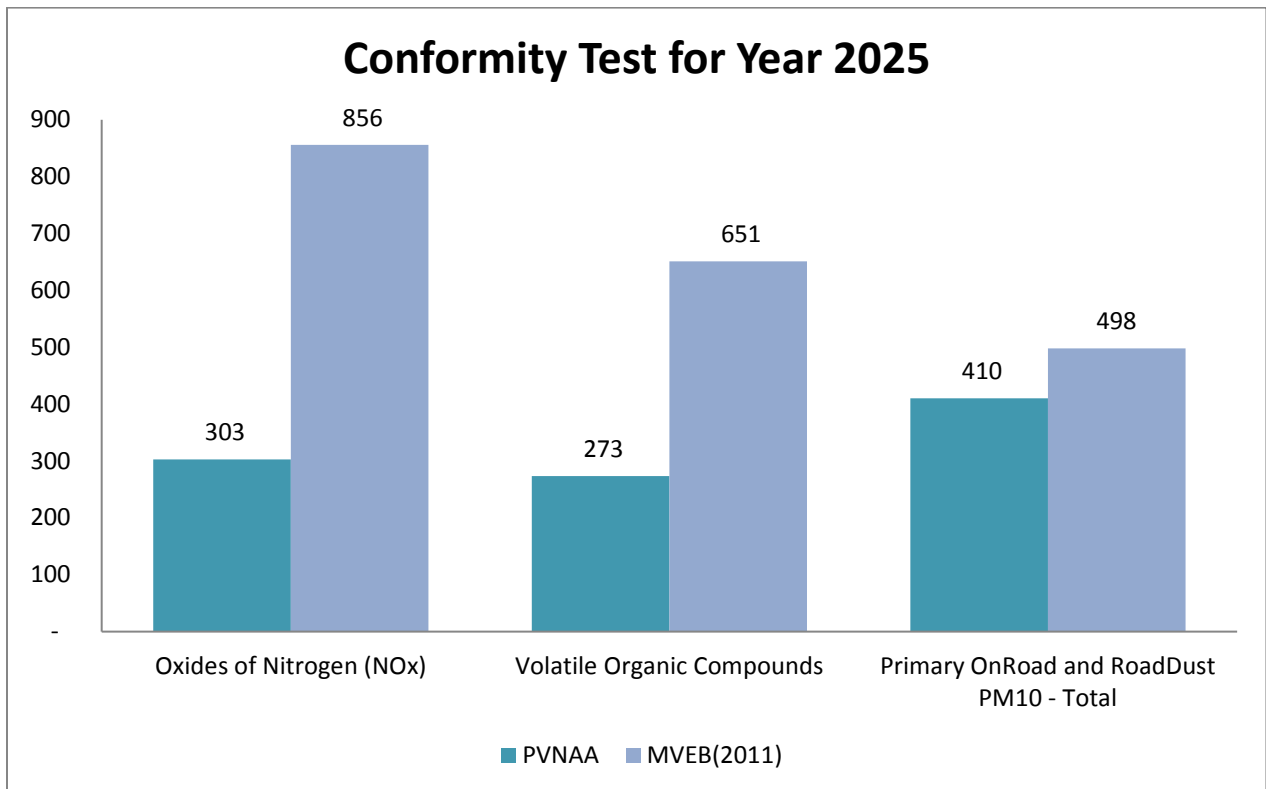


Figure 3 - Conformity Test for Horizon Year 2025

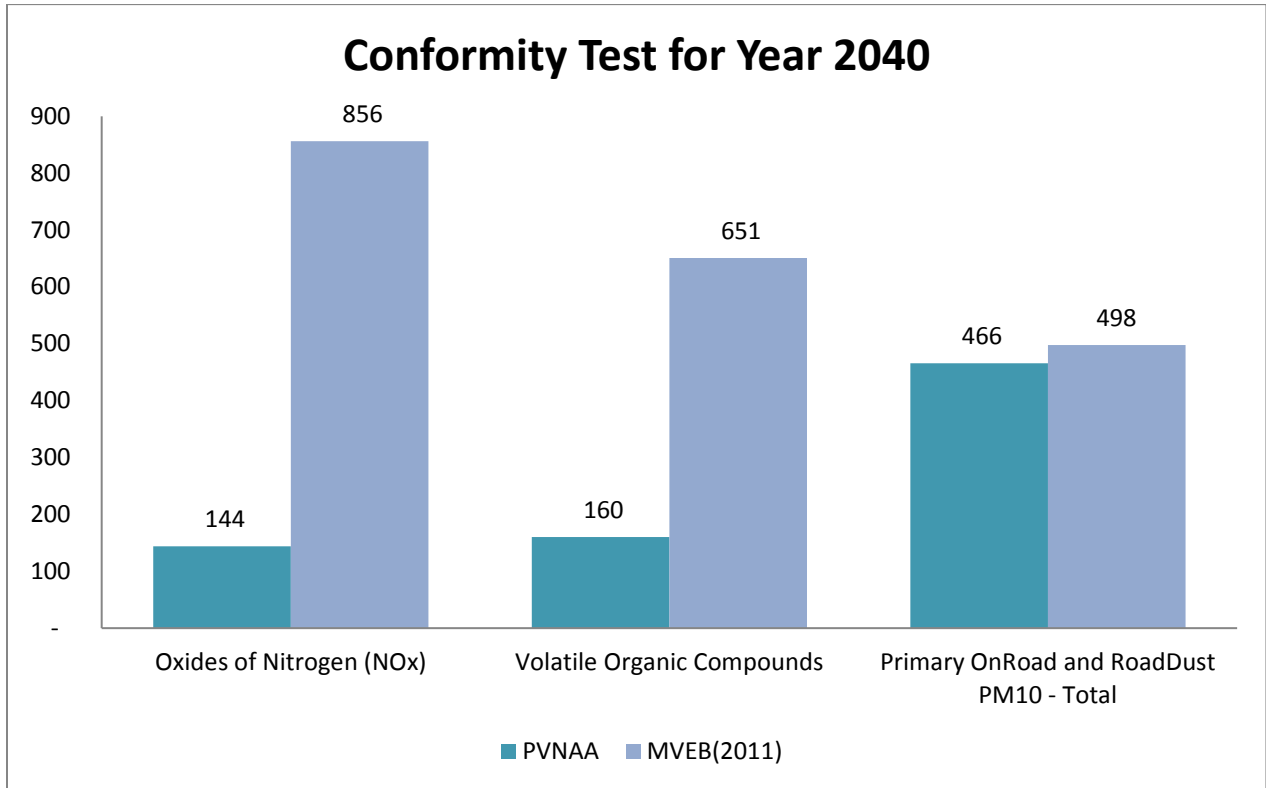


Figure 4- Conformity Test for Horizon Year 2040

Appendix A Public Involvement Process

Activity

In accordance with Public Involvement Plan¹ public involvement was conducted on the FY 2018 – 2021 Transportation Improvement Program. To be consistent with the SIP, this document name was switched to FY 2018 – 2022 Transportation Improvement Program. An Idaho State Journal Advertisement ran on July 7, 2017. A press release and email to our email list also occurred. The draft document was on the BTPO website along with the public comment invitation.



PUBLIC COMMENT INVITATION

DRAFT 2018 – 2021 Transportation Improvement Program

Bannock Transportation Planning Organization's (BTPO) draft Transportation Improvement Program (TIP) lists proposed projects for the next four years, plus two additional planning years. The TIP lists all federally funded projects within the Pocatello/Chubbuck metropolitan area and includes highway, bicycle, pedestrian and public transportation projects.

To view the TIP please visit: www.bannockplanning.org/bponew.html

Comment period: July 5, 2017 – August 5, 2017

Comments can be emailed or mailed to:

Mori Byington, Planning Director

PO Box 6129

Pocatello, ID 83205-6129

(208) 233-9322

mori@bannockplanning.org

This public involvement notice for the draft Transportation Improvement Plan satisfies the Federal Transit Administration's Section 5307(c) Program of Projects requirements. If no

¹ http://bannockplanning.org/wp-content/uploads/BTPO_MPO_-Public-Involvement-Plan_Draft_Rev-1.pdf

changes are made to the draft FY 2018 Program of Projects, the list will be approved without further public notice.

Mori Byington
Planning Director
Bannock Transportation Planning Organization
208 233-9322
Mori@bannockplanning.org

FOR IMMEDIATE RELEASE

Bannock Transportation Planning Organization Releases Draft Transportation Improvement Program for Public Review

Annual update of the Transportation Improvement Program

Pocatello, July 5, 2017 – Bannock Transportation Planning Organization (BTPO) announced today the release of the Draft Transportation Improvement Program (TIP). The TIP is a listing of all Federal funded surface transportation projects scheduled for construction in the Pocatello/Chubbuck Urbanized area over the next six years.

BTPO in coordination with the Idaho Transportation Department develops a listing of projects which implement the Metropolitan Transportation Plan and help the region meet established performance measure targets. The TIP is updated annually and includes transit, highway, bridge, and bicycle/pedestrian projects scheduled for construction from 2018 to 2022. Projects included in the Draft TIP are signalization of the intersection of Hawthorne Road and Quinn Road and construction of multi-use trail from Monte Vista to the Farm Bureau trail system.

The public is invited to review and comment on the project lists and document. The public comment period is from July 5, 2017, to August 5, 2017. The TIP once approved is submitted to the Idaho Transportation Department for approval and inclusion in the Idaho Transportation Investment Program by reference.

Additional information on the TIP and review the public review process is available on the BTPO website at <http://bannockplanning.org/transportation-studies/draft-fy-2018-transportation-improvement-program/> or the Idaho Transportation Departments website at <http://bannockplanning.org/transportation-studies/draft-fy-2018-transportation-improvement-program/>.

Public Comments

BTPO staff received no public comment on the Draft TIP.

Appendix B Self-Certification

METROPOLITAN TRANSPORTATION PLANNING PROCESS

SELF-CERTIFICATION

In accordance with 23 CFR 450.334 and 450.220, the Idaho Department of Transportation and the Bannock Planning Organization Metropolitan Planning Organization for the cities of Pocatello urbanized area[s] 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)
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-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.

Metropolitan Planning Organization



Mori R. Byington
Planning Director

September 29, 2017
Date

Idaho Transportation Department



Randy Gill, Planning Services Section Manager
Division of Engineering Services

9/29/17
Date