

Bonneville Metropolitan
Planning Organization

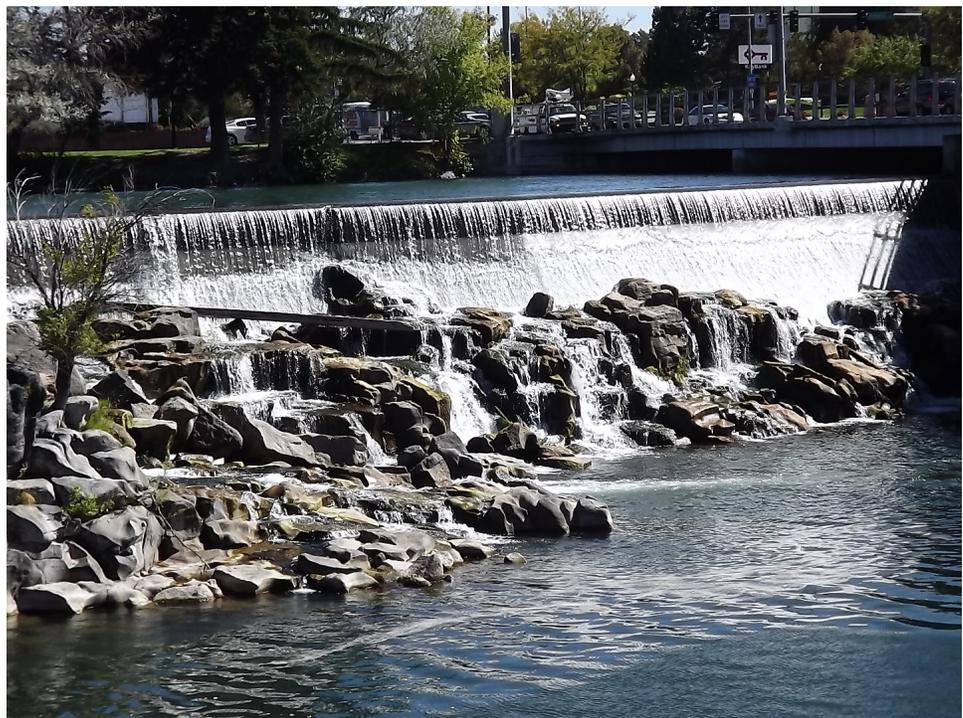
Transportation Improvement Program FY 2016—2020

Approved and Adopted
September 9, 2015

BMPO

1810 W. Broadway
Suite 15
Idaho Falls, ID 83402

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



Fiscal Year 2016
Transportation Improvement Program
Approved and Adopted September 9, 2015

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

Darrell M. West
Director

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

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FISCAL YEAR 2016-2019
TRANSPORTATION IMPROVEMENT PROGRAM

Resolution

WHEREAS, the “Moving Ahead for Progress in the 21st Century Act” or “MAP-21”, as defined in 23 CFR 450 and 500 and 49 CFR 613, calls for each metropolitan planning organization to have a Transportation Improvement Program (TIP); and

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

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

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

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

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

THUS, BE IT KNOWN that the BMPO Policy Board hereby endorses the Fiscal Year 2016-2019 Transportation Improvement Program as presented to us in the September 9, 2015 meeting and said transportation program is in conformance with the State Transportation Improvement Program.

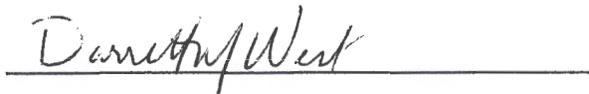
ADOPTED the 9th day of September, 2015.

SIGNED:



Mike Lehto
BMPO Policy Board Chairman

ATTEST:



Darrell M. West
Director

Introduction

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

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

The TIP is presented in four sections.

I. Funding

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

II. Programming Process

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

III. Annual Element

IV. Bonneville Metropolitan Area TIP

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

I. Funding

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

A. Federal Sources

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

FHWA

National Highway Performance Program (NHPP)

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

Surface Transportation Program (STP)

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

Highway Safety Improvement Program (HSIP)

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

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

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

Transportation Alternatives Program (TAP)

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

FTA

FTA 5303

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

FTA 5307

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

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

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

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

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

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

FTA 5310

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

FTA 5339

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

Other Federal

Community Development Block Grants

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

Economic Development Grants

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

B. State Sources

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

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

C. Local Sources

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

D. Private Sources

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

II. Programming Process

A. Identification, evaluation and selection of projects

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

Typically, all major projects programmed in the TIP are a product of a metropolitan area's Long Range Transportation Plan (LRTP). The LRTP identifies needs through 2035 and was approved in June 2011. The Plan consists of highway and transit improvements to meet the perceived 20-year needs of the metropolitan area. The Plan is updated every five years or amended as needed.

B. Review and approval

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

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

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

C. Fund authorization and obligation

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

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

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

III. TIP Amendment and Administrative Modification Process

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

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

A. Amendments are required when:

- C A project addition or deletion is requested within the first three years of the TIP and is not grouped. This includes the advancement or delay of all or a phased part of a project into or beyond the first three years of the TIP.
- C A significant change in project scope of work is requested within years one through three, i.e. alterations to the original project intent such as changes to its limits and basic character. Examples include:
 - < Addition of lanes.
 - < Change in location.
 - < Project termini is greatly expanded or decreased (generally by no more than 20 percent).
- C Cost increase greater than 25 percent of the total cost for a project with an estimate of \$500,000 or more. For all other projects when the cost increase is greater than \$125,000.
- C Change in project funding source across modes is requested within first three years of the TIP. For example: funding for a project changes from highway to transit or vice versa.

B. Amendment Process

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

C. Administrative Modifications are performed when:

- C Projects or project elements are moved within the first three-year period of the TIP.
- C Funds are shifted between projects sponsored by the same or different agencies within the same year.

- C Funds are shifted between PE, RW and CN elements of an existing project within the three-year TIP.
- C A minor change is requested to the project scope and description, in particular due to a funding excess or shortfall such as:
 - < Project termini is slightly increased or decreased (generally meaning by less than 20 percent).
 - < Providing for shoulders or safety features.
 - < A change in the solution to the transportation problem (e.g., for a pavement rehabilitation project such as changing from an asphalt overlay to chip seal).
- C Funding source changes but not between modes (e.g., federal agencies).
- C Increase of total project cost is less than 25 percent or \$125,000.
- C Key number change.
- C Data entry errors.
- C Clarification of project description that does not change project limits, character or cost.
- C Change in project sponsorship when requested and approved by the original sponsor.
- C Adjustments that include splitting/phasing or combining an existing project(s) within the first three years of the TIP to better facilitate implementation of the original project(s).
- C Cost adjustments to a project or project additions and deletions as long as category remains fiscally constrained.

D. Administrative Modification Process

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

IV. Annual Listing

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

V. Bonneville Metropolitan Area Transportation Improvement Program

A. Funding programs and projects

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

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

TIP Project Acronyms

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

Table I - Federal-aid Funds for BMPA Projects

Key Number	Project Description / Funding Category / Project Sponsor	Phase	Prior Year Program	2016	2017	2018	2019	2020	PD	Federal Aid	Sponsor Match	Total
13127	I-15, FY16 D6 Pavement Striping / State-Safety / ITD	CE/CN		330						330	0	330
		PE/PC								0	0	0
		RW								0	0	0
13132	Grandview Drive, Skyline to Saturn, Roadway Expansion and Signal Modification / STP-Urban / Idaho Falls	CE/CN		1955						1812	143	1955
		PE/PC	296							274	22	296
		RW	30							28	2	30
13584	Old Butte Road, Pancheri to Pioneer, Roadway Extension / STP-Urban / Idaho Falls	CE/CN							2799	2594	205	2799
		PE/PC	367							340	27	367
		RW				1393				1291	102	1393
13585	17th Street Overlay Holmes to Woodruff / STP-Urban / Idaho Falls	CE/CN			800	800				1483	117	1600
		PE/PC	35							32	3	35
		RW								0	0	0
13586	Idaho Falls Sealcoats / STP-Urban / Idaho Falls	CE/CN					562			521	41	562
		PE/PC	12							11	1	12
		RW								0	0	0
13588	Metropolitan Area Transportation Planning / PL / BMPO			190						176	14	190
13589	Metropolitan Area Transportation Planning / PL / BMPO				190					176	14	190
14024	17th Street and Woodruff Intersection Improvements / STP-Urban / Idaho Falls ¹	CE/CN							735	681	54	735
		PE/PC		260						241	19	260
		RW							1200	1112	88	1200

Key Number	Project Description / Funding Category / Project Sponsor	Phase	Prior Year Program	2016	2017	2018	2019	2020	PD	Federal Aid	Sponsor Match	Total
14037	I-15, D5 to Sage Jct POE, Bonneville Co. / State Funded Pavement / ITD	CE/CN		2488						2488	0	2488
		PE/PC								0	0	0
		RW								0	0	0
14038	US-20, Science Ctr to South Fork Br / State Funded Pavement / ITD	CE/CN		3737						3737	0	3737
		PE/PC								0	0	0
		RW								0	0	0
14040	US-20, Arco to Idaho Falls WCL / Pavement Preservation / ITD	CE/CN				2940				2724	216	2940
		PE/PC		5						5	0	5
		RW								0	0	0
14045	US-26 Holmes Ave to Jct SH-31 Seal Coat / Pavement Preservation / ITD	CE/CN			2160					2001	159	2160
		PE/PC		2						2	0	2
		RW								0	0	0
14049	Citywide ADA and Concrete Sidewalk Improvements Phase II (on arterial and collector roadways) / STP-Urban / Idaho Falls	CE/CN						276		256	20	276
		PE/PC		27						25	2	27
		RW								0	0	0
14052	Holmes Ave and 1st Street Turn Lane / Safety-Statewide / Idaho Falls	CE/CN		370						343	27	370
		PE/PC	64							59	5	64
		RW								0	0	0
14057	Metropolitan Area Transportation Planning / PL / BMPO					190				176	14	190
14060	Great Western Canal Bridge - 33rd N / Bridge / Bonneville County	CE/CN						850		788	62	850
		PE/PC	186							172	14	186
		RW								0	0	0

Key Number	Project Description / Funding Category / Project Sponsor	Phase	Prior Year Program	2016	2017	2018	2019	2020	PD	Federal Aid	Sponsor Match	Total
18898	Capital Ave and Elm Street Safety Audit / LHSIP / Idaho Falls	CE/CN								0	0	0
		PE/PC		53						49	4	53
		RW								0	0	0
19048	Lomax and F Street Flashing LED Stop Signs / LHSIP / Idaho Falls	CE/CN		126						117	9	126
		PE/PC	23							21	2	23
		RW								0	0	0
18951	Bellin/Grandview Intersection Improvement / LHSIP / Idaho Falls	CE/CN		76						70	6	76
		PE/PC	47							44	3	47
		RW								0	0	0
18735	9th Street and Bonneville Pedestrian Crossings / LHSIP / Idaho Falls	CE/CN			155					144	11	155
		PE/PC			38					35	3	38
		RW								0	0	0
18811	South Blvd Flashing Beacons between Sunnyside and Yellowstone / LHSIP / Idaho Falls	CE/CN		118						109	9	118
		PE/PC	30							28	2	30
		RW								0	0	0
18995	12th Street Bridge- Idaho Canal / Bridge / Idaho Falls	CE/CN						725		672	53	725
		PE/PC			232					215	17	232
		RW								0	0	0
19109	Hitt Road Town Center Trail / Transportation Alternatives Program / City of Ammon	CE/CN		58						54	4	58
		PE/PC		2						2	0	2
		RW								0	0	0

Key Number	Project Description / Funding Category / Project Sponsor	Phase	Prior Year Program	2016	2017	2018	2019	2020	PD	Federal Aid	Sponsor Match	Total
19027	Iona Road RRX, NR Idaho Falls / SI - Federal Rail / ITD	CE/CN			250					250	0	250
		PE/PC								0	0	0
		RW								0	0	0
19135	West Snake River Greenbelt Improvements / Transportation Alternatives Program / City of Idaho Falls	CE/CN		796						338	458	796
		PE/PC	70							29	41	70
		RW								0	0	0
18931	US 20, FY16 39 ADA Ramps, Idaho Falls / Systems Support / Idaho Falls	CE/CN		60						0	60	60
		PE/PC								0	0	0
		RW								0	0	0
O19560	Holmes Ave and Elva Street Intersection Improvements / LHSIP / Idaho Falls	CE/CN			373					346	27	373
		PE/PC		92						85	7	92
		RW								0	0	0
O19563	Off-system, FY17 20 ADA Ramps, Idaho Falls / Systems Support / Idaho Falls	CE/CN			60					0	60	60
		PE/PC								0	0	0
		RW								0	0	0
18804	Metropolitan Area Transportation Planning / PL / BMPO						190			176	14	190
O19426	Metropolitan Area Transportation Planning / PL / BMPO							190		176	14	190
13271	Capital (Other) / 5307 / TRPTA ²			31	33	34	35	36		135	34	169
13273	Capital (Bus Purchases) / 5307 / TRPTA			170	175	180	185	190		720	180	900

Key Number	Project Description / Funding Category / Project Sponsor	Phase	Prior Year Program	2016	2017	2018	2019	2020	PD	Federal Aid	Sponsor Match	Total
19506	Capital Service Contract / 5307 / TRPTA			491	506	521	538	554		2088	522	2610
13268	Operations / 5307 / TRPTA			582	600	618	636	656		1546	1546	3092
13269	Preventative Maintenance / 5307 / TRPTA			188	194	200	206	213		801	200	1001
14304	Planning / 5307 / TRPTA			50	11	13	13	13		80	20	100
14306	Metropolitan Area Transportation Planning / FTA 5303 / BMPO			44	44	44	44	44		204	16	220
14309	Paratransit Service / 5307 / TRPTA			163	163	163	163	163		652	163	815
19507	Mobility Management / 5307 / TRPTA			163	163	163	163	163		652	163	815
13272	Training / 5307 / TRPTA			25	25	25	25	25		100	25	125

¹ = Project has \$2165 of CN which is non-participating

² = Project includes but is not limited to unanticipated expenses such as shelters, bike racks, support equipment and vehicles, facility maintenance and repairs, etc.

B. Financial Plan

Fiscal Constraint

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

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

Fiscal Year	Federal	State	Local/Other	TOTAL
FY 2016	11,292,000	555,000	1,217,000	13,064,000
FY 2017	3,016,000	0	645,000	3,661,000
FY 2018	5,500,000	229,000	646,000	6,375,000
FY 2019	3,408,000	0	745,000	4,153,000
FY 2020	1,709,000	0	624,000	2,333,000
PD	6,062,000	0	479,000	6,541,000
TOTAL	\$30,987,000	\$784,000	\$4,356,000	\$36,127,000

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

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

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

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	PD*
Allocated STP-U Funds	1,336,641	1,336,641	1,336,641	1,336,641	1,336,641	4,633,000
Match Requirement	105,881	105,881	105,881	105,881	105,881	367,000
Programmed Funds	2,274,807	800,000	800,000	1,955,000	276,000	4,734,000
Balance of Funds	(\$832,285)	\$642,522	\$642,522	(\$512,478)	\$1,166,522	\$266,000

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

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

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

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

TABLE IV
FTA 5307 Fund Balances for the BMPO Urbanized Area

	FY 2016	FY 2017	FY 2018	FY 2019
Allocated 5307 Funds	1,359,000	1,386,000	1,414,000	1,442,000
Total Available Funds	3,516,000	4,946,000	5,045,000	5,140,000
Total Programmed	1,315,000	1,315,000	1,347,000	1,379,000
Balance of Funds	\$3,560,000	\$3,631,000	\$3,698,000	\$3,761,000

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

Disbursement of Federal Funds

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

TABLE V
Disbursement of Federal Funds

Projects	Federal	State	Local/Other	TOTAL	Percent
System ¹	8,620,000	60,000	662,000	9,342,000	26%
Bridge ²	1,675,000	0	132,000	1,807,000	5%
Pavement ³	12,083,000	724,000	159,000	12,966,000	36%
Bicycle and Pedestrian ⁴	883,000	0	469,000	1,352,000	4%
Planning ⁵	1,787,000	0	286,000	2,073,000	5%
Public Transportation	5,939,000	0	2,648,000	8,587,000	24%
TOTAL	\$30,987,000	\$784,000	\$4,356,000	\$36,127,000	100%

¹ Includes roadway expansion, reconstruction and intersection projects

² Includes bridge replacement and rehabilitation projects

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

⁴ Includes bicycle and pedestrian improvements and ADA projects

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

It is important to note that the total funds programmed for "System" projects continue to be reduced from 68% in 2011 to the current amount of 26%. Due to the limited funds accessible to the area for system improvements, the available funds are primarily being programmed for pavement projects which have increased by over 15% from four years ago. More funds are being disbursed for planning and public transportation, while funds programmed for bridge and bicycle and pedestrian projects declined slightly.

System Operations and Maintenance

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

- Roadways

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

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

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

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

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

Type of Project	Total Estimated Annual Revenues	Percent of Revenues
Operations and Maintenance	15,389,900	63%
Expansion and Reconstruction	9,042,700	37%
TOTAL	\$24,432,600	100%

Source: Cities of Ammon, Idaho Falls, Iona and Bonneville County 2005-2014 Annual Road and Street Financial Reports and ITD Headquarters and District 6

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

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

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

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

Revenue Source	Total Estimated Annual Revenues	Percent of Revenues
Federal	4,055,500	26%
State	5,208,100	34%
Local	6,126,300	40%
TOTAL	\$15,389,900	100%

Source: Cities of Ammon, Idaho Falls, Iona and Bonneville County 2005-2014 Annual Road and Street Financial Reports and ITD Headquarters and District 6

Table VII indicates that about three quarters of the revenues for operations and maintenance are generated from local and state revenue which is primarily from funds transferred from non-highway accounts and from the highway distribution account. Only 26% of total revenues for operations and maintenance come from federal sources.

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

- Public Transportation

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

TABLE VIII
TRPTA Programmed Expenditures

	FY 2016	%	FY 2017	%	FY 2018	%	FY 2019	%	TOTAL	%
Capital	692,000	43	714,000	43	735,000	43	758,000	43	2,899,000	43
Operations/ Maintenance	933,000	57	957,000	57	981,000	57	1,005,000	57	3,876,000	57
Total	\$1,625,000	100	\$1,671,000	100	\$1,716,000	100	\$1,763,000	100	\$6,775,000	100

TRPTA typically will expend around 57 percent or more of its anticipated revenue to operate and maintain the current system, as identified through FY 2016 to FY 2019.

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

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

Certified by: Darrell M. West Date 9/10/15
Darrell M. West
Director

**METROPOLITAN TRANSPORTATION PLANNING PROCESS
SELF CERTIFICATION**

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

1. 23 U.S.C. 134, 49 U.S.C 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 USC 7504, 7506 (c) and (d) and 40 CFR part 93); **(Note-BMPO is an attainment area)**
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 200d-1), 49 CFR part 21;
4. 49 U.S.C 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) 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 etseq.) and 49 CFR parts 27 , 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Bonneville Metropolitan Planning Organization



Darrell M. West
Director

9/10/15

Date

Idaho Transportation Department



Blake Rindlisbacher
Administrator Division of Engineering Services

9/30/15

Date