

Bonneville Metropolitan
Planning Organization

BMPO

1810 W. Broadway
Suite 15
Idaho Falls, ID 83402

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

Transportation Improvement Program FY 2020—2024

Approved and Adopted
September 18, 2019



Fiscal Year 2020
Transportation Improvement Program
Approved and Adopted September 18, 2019

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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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Resolution

FISCAL YEAR 2020-2024 TRANSPORTATION IMPROVEMENT PROGRAM

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

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

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

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

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

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

THUS, BE IT KNOWN that the BMPO Policy Board hereby endorses the Fiscal Year 2020-2024 Transportation Improvement Program as presented to us in the September 18, 2019 meeting and said transportation program is in conformance with the State Transportation Improvement Program.

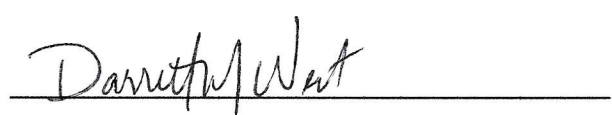
ADOPTED the 18th day of September, 2019.

SIGNED:



Michelle Ziel-Dingman
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).

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.

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.

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.

Private Sources

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

II. Programming Process

Identification, evaluation and selection of projects

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

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

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.

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.

Amendments are required when:

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

Amendment Process

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

Administrative Modifications are performed when:

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

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

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

Administrative Modification Process

- Post modification on website.
- Inform TAC and Policy Board via consent items.
- 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

Funding Programs and Projects

The TIP is a consolidation of Federal-aid projects for the region. The subsequent project funding tables identify 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 programs 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.

Figures 1 and 2, located on pages 25 and 26, identify the general location of specific infrastructure investments within the BMTA. Note: Infrastructure projects that do not have a defined location e.g. area-wide or district-wide are not shown.

TIP Project Acronyms

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

Legend

Green – Bonneville County
Yellow – City of Idaho Falls
Red – Idaho Transportation Department
Blue – Public Transportation
Gray – Other Planning Entities

	Project Sponsor	Phase	Prior Year Program	2020	2021	2022	2023	2024	2025	2026	PD	Federal Aid	Sponsor Match	Total
	Bonneville County	CE/CN	0	2360	64	1474	0	579	0	0	5301	9061	717	9778
		PE/PC	1194	620	306	0	0	0	0	0	0	1964	156	2120
		RW	0	200	0	0	159	0	0	0	0	333	26	359
	TOTAL		1194	3180	370	1474	159	579	0	0	5301	11358	899	12257

	City of Idaho Falls	CE/CN	0	1079	1708	3409	0	0	0	0	3554	9034	716	9750
		PE/PC	563	202	335	238	0	0	0	0	0	1231	107	1338
		RW	1224	0	15	0	17	0	0	0	22	1184	94	1278
	TOTAL		1787	1281	2058	3647	17	0	0	0	3576	11449	917	12366

	Idaho Transportation Department (ITD)	CE/CN	2000	1132	7877	5319	11409	0	5079	1239	0	28552	5503	34055
		PE/PC	3862	2030	0	0	0	0	0	0	0	5481	411	5892
		RW	0	0	520	0	0	0	0	0	0	482	38	520
	TOTAL		5862	3162	8397	5319	11409	0	5079	1239	0	34515	5952	40467

	Idaho Transportation Department (Public Transportation Projects)			1625	1625	1625	1625	1625	0	0	0	5840	2285	8125
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	Other Planning Entities			386	326	261	261	261	0	0	0	1386	109	1495
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Key Number	Project Description / Funding Category / Project Sponsor	Phase	Prior Year Program	2020	2021	2022	2023	2024	2025	2026	PD	Federal Aid	Sponsor Match	Total
14024	17th Street and Woodruff Intersection Improvements / STP-Urban / Idaho Falls	CE/CN				3156						2924	232	3156
		PE/PC	400									371	29	400
		RW	1244									1134	90	1244
14049	Citywide ADA and Concrete Sidewalk Improvements Phase II (on arterial and collector roadways) / STP-Urban / Idaho Falls	CE/CN		300								278	22	300
		PE/PC	27									25	2	27
		RW										0	0	0
14060	Great Western Canal - 33rd N Bridge Replacement / Bridge Off-System / Bonneville County	CE/CN		1236								1145	91	1236
		PE/PC	341									316	25	341
		RW										0	0	0
19434	45th W, 65th S to US-20 Pavement Resurfacing / STP-Rural / Bonneville County	CE/CN				1474						1366	108	1474
		PE/PC	279									259	20	279
		RW										0	0	0
19472	I-15, District 6 Bridge Repair / STP / ITD	CE/CN	2000	932								2717	215	2932
		PE/PC	115									107	8	115
		RW										0	0	0
19494	Metropolitan Area Transportation Planning / PL / BMPO			217								201	16	217
19530	97th South Bridge - Idaho Canal Bridge Replacement / Bridge Local / Bonneville County	CE/CN						579				537	42	579
		PE/PC	385									357	28	385
		RW										0	0	0
19827	(FY19) SR2S D91/93 Coordination / Transportation Alternatives Program / School Districts 91/93			60								56	4	60
19879	District 6 Traffic Signal Upgrades / ST2 / ITD	CE/CN			522							0	522	522
		PE/PC										0	0	0
		RW										0	0	0

Key Number	Project Description / Funding Category / Project Sponsor	Phase	Prior Year Program	2020	2021	2022	2023	2024	2025	2026	PD	Federal Aid	Sponsor Match	Total
20056	N. Blvd RRX Planking Replacement / SI - Federal Rail / Idaho Falls	CE/CN		200								180	20	200
		PE/PC	10									9	1	10
		RW										0	0	0
20065	Jct. I-15/US-20 Safety and Mobility Improvements Plan / STP / ITD	CE/CN										0	0	0
		PE/PC	2677	1500								3870	307	4177
		RW										0	0	0
20114	US-20 Expressway Median Cable Barrier / HSIP-5304 / ITD	CE/CN					2759					2557	202	2759
		PE/PC	60									56	4	60
		RW										0	0	0
20132	E. Anderson St RRX Gates / SI - Federal Rail / Idaho Falls	CE/CN			580	170						675	75	750
		PE/PC	75									68	7	75
		RW										0	0	0
20189	I-15, District 6 Bridge Repair / ST2 / ITD	CE/CN			3017							0	3017	3017
		PE/PC	15									14	1	15
		RW										0	0	0
20204	Metropolitan Area Transportation Planning / PL / BMPO				217							201	16	217
20243	45th East - Sand Creek Bridge Replacement / Bridge Off-System / Bonneville County	CE/CN									2024	1875	149	2024
		PE/PC		282								261	21	282
		RW										0	0	0
20420	I-15B Idaho Falls Concrete Intersection Replacement / National Highway / ITD	CE/CN					1786					1655	131	1786
		PE/PC	50									46	4	50
		RW										0	0	0
20438	45th East - Willow Creek Bridge Replacement / Bridge Local / Bonneville County	CE/CN									1075	996	79	1075
		PE/PC		338								313	25	338
		RW										0	0	0

Key Number	Project Description / Funding Category / Project Sponsor	Phase	Prior Year Program	2020	2021	2022	2023	2024	2025	2026	PD	Federal Aid	Sponsor Match	Total
20445	So. Boulevard, 18th to 21st Widening / STP-Urban / Idaho Falls	CE/CN									529	490	39	529
		PE/PC		75								69	6	75
		RW					5					5	0	5
20461	5th and Holmes Traffic Signal / STP-Urban / Idaho Falls	CE/CN									365	339	26	365
		PE/PC				103						95	8	103
		RW									22	20	2	22
20473	Lindsay Blvd Curves Superelevation Improvements / LHSIP / Idaho Falls	CE/CN		425								394	31	425
		PE/PC	50									46	4	50
		RW										0	0	0
20490	I-15 Exit 113 Roundabouts, Bonneville County / HSIP / ITD	CE/CN				4994						4994	0	4994
		PE/PC	650									600	50	650
		RW										0	0	0
20499	John Adams, Garfield and 25th St. Thermoplastic and ADA Improvements / LHSIP / Idaho Falls	CE/CN		354								328	26	354
		PE/PC	15									14	1	15
		RW										0	0	0
20516	5th W (E River Rd) Curve Improvement / LHSIP / Bonneville County	CE/CN		1124								1041	83	1124
		PE/PC	189									175	14	189
		RW		200								185	15	200
20535	1st Street, Ammon Road to 45th East - Widening / STP-Urban / Bonneville County	CE/CN									2202	2040	162	2202
		PE/PC				306						284	22	306
		RW					159					147	12	159
20539	US-26, Alternative Intersection Improvements, Idaho Falls / HSIP / ITD	CE/CN					5837					5408	429	5837
		PE/PC	200									185	15	200
		RW			520							482	38	520

Key Number	Project Description / Funding Category / Project Sponsor	Phase	Prior Year Program	2020	2021	2022	2023	2024	2025	2026	PD	Federal Aid	Sponsor Match	Total
20630	Hemmert RD EIRR RRX Signals / SI - Federal Rail / Idaho Falls	CE/CN			325	155						432	48	480
		PE/PC										0	0	0
		RW										0	0	0
20665	Metropolitan Area Transportation Planning / PL / BMPO					217						201	16	217
20735	US-91 Idaho Falls Microseal, Yellowstone Hwy to Holmes / National Highway / ITD	CE/CN					1027					952	75	1027
		PE/PC	10									9	1	10
		RW										0	0	0
21923	US26, JCT Hitt Road (25th E), Bonneville Co. Intersection Improvement / HSIP / ITD	CE/CN							5079			4706	373	5079
		PE/PC		400								371	29	400
		RW										0	0	0
22005	17th and Rollandet Intersection Left Turn Prohibition / LHSIP / City of Idaho Falls	CE/CN			412							382	30	412
		PE/PC		68								63	5	68
		RW			15							14	1	15
22006	Yellowstone, Short and Capital Pedestrian Access Path Connection / LHSIP / City of Idaho Falls	CE/CN			337							312	25	337
		PE/PC		59								55	4	59
		RW										0	0	0
22008	Science Center, Blvd to Holmes Overlay and Signal Upgrade / STP-Urban / City of Idaho Falls	CE/CN									1316	1219	97	1316
		PE/PC				135						125	10	135
		RW					12					11	1	12
22009	Bonneville County Transportation Plan / STP-Urban / Bonneville County	CE/CN			64							60	4	64
		PE/PC										0	0	0
		RW										0	0	0
22040	SR2S D91/93 Coordination / Transportation Alternatives Program / School Districts 91/93			65								60	5	65

Key Number	Project Description / Funding Category / Project Sponsor	Phase	Prior Year Program	2020	2021	2022	2023	2024	2025	2026	PD	Federal Aid	Sponsor Match	Total
22041	SR2S D91/93 Coordination / Transportation Alternatives Program / School Districts 91/93				65							60	5	65
22069	Idaho Canal Trail Phase I / Transportation Alternatives Program / City of Idaho Falls	CE/CN			496							459	37	496
		PE/PC	37									34	3	37
		RW										0	0	0
22074	Idaho Canal Trail Phase II / Transportation Alternatives Program / City of Idaho Falls	CE/CN			463							429	34	463
		PE/PC	34									32	2	34
		RW										0	0	0
22110	Metropolitan Area Transportation Planning / PL / BMPO						217					201	16	217
22219	I-15B, Broadway; Yellowstone to Bellin / Pavement Resurfacing / State Funded / ITD	CE/CN			3433							0	3433	3433
		PE/PC		30								0	30	30
		RW										0	0	0
22415	Holmes Ave; 65th South to Northgate Mile Road Safety Audit / LHSIP / City of Idaho Falls	CE/CN										0	0	0
		PE/PC			61							57	4	61
		RW										0	0	0
22416	17th St, 1st-Lomax and Lincoln Rd Thermoplastic and ADA Improvements / LHSIP / City of Idaho Falls	CE/CN				253						234	19	253
		PE/PC			41							38	3	41
		RW										0	0	0
22431	Higbee - Butte Arm Canal Bridge Replacement / Bridge Local / City of Idaho Falls	CE/CN									1344	1245	99	1344
		PE/PC			233							215	18	233
		RW										0	0	0
22454	US-20, I-15 Interim Ramp Modifications / HSIP / ITD	CE/CN								1239		1143	96	1239
		PE/PC		100								92	8	100
		RW										0	0	0

Key Number	Project Description / Funding Category / Project Sponsor	Phase	Prior Year Program	2020	2021	2022	2023	2024	2025	2026	PD	Federal Aid	Sponsor Match	Total
22496	Metropolitan Area Transportation Planning / PL / BMPO							217				201	16	217
13268	Operations / 5307 / ITD			440	440	440	440	440				1100	1100	2200
13269	Preventative Maintenance / 5307 / ITD			200	200	200	200	200				800	200	1000
13271	Capital (Other) / 5307 / ITD ¹			35	35	35	35	35				140	35	175
13272	Training / 5307 / ITD			30	30	30	30	30				120	30	150
13273	Capital (Bus Purchases) / 5307 / ITD			400	400	400	400	400				1600	400	2000
14304	Planning / 5307 / ITD			10	10	10	10	10				40	10	50
14306	Metropolitan Area Transportation Planning / FTA 5303 / BMPO			44	44	44	44	44				205	15	220
14309	Paratransit Service / 5307 / ITD			175	175	175	175	175				700	175	875
19406	Mobility Management / 5307 / ITD			80	80	80	80	80				320	80	400
19800	Administration / 5307 / ITD			240	240	240	240	240				960	240	1200
22500	Safety and Security / 5307 / ITD			15	15	15	15	15				60	15	75

¹ = Project includes but is not limited to unanticipated expenses such as shelters, bike racks, safety and security equipment, support equipment and vehicles, facility maintenance and repairs, etc.

Note: Project costs are expressed in year-of-expenditure (YOE) dollars which represents a 2% annual increase for inflation. The Idaho Office of Transportation Investment System (OTIS) which is used to manage project scopes, budgets, obligations, etc. identifies costs in present value.

Financial Plan

Fiscal Constraint

The TIP is a fiscally constrained document. Funding sources are identified and projects expected to be funded. Table I identifies the estimated project costs programmed in the TIP annually for the next five years. For development purposes, two more years and preliminary development are also presented. 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 I
Anticipated TIP Revenues/Estimated Project Costs by Fiscal Year

Fiscal Year	Federal	State	Local/Other	TOTAL
FY 2020	8,555,000	265,000	814,000	9,634,000
FY 2021	5,017,000	7,100,000	659,000	12,776,000
FY 2022	11,441,000	32,000	853,000	12,326,000
FY 2023	12,145,000	837,000	489,000	13,471,000
FY 2024	1,947,000	0	518,000	2,465,000
FY 2025, FY 2026 & PD	14,073,000	469,000	653,000	15,195,000
TOTAL	\$53,178,000	\$8,703,000	\$3,986,000	\$65,867,000

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

	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	PD*
Allocated STP-U Funds	1,062,000	1,062,000	1,062,000	1,062,000	1,062,000	4,633,000
Match Requirement	84,000	84,000	84,000	84,000	84,000	367,000
Programmed Funds	375,000	370,000	3,394,000	176,000	0	4,434,000
Balance of Funds	\$771,000	\$776,000	-\$2,248	\$970,000	\$1,146,000	\$566,000

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

* \$5 million is the limit to program projects in PD. PD costs are shown in present value.

Table II identifies that the BMPO area has programmed close to their potentially available STP-Urban funds for the five-year period. 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. BMPO will continue to evaluate priorities in PD and program projects to ensure available funds are maximized.

Table III 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 III
FTA 5307 Fund Balances for the BMPO Urbanized Area

	FY 2020	FY 2021	FY 2022	FY 2023
Allocated 5307 Funds	1,473,000	1,502,000	1,532,000	1,563,000
Total Programmed	1,168,000	1,168,000	1,168,000	1,168,000
Balance of Funds	\$305,000	\$334,000	\$364,000	\$395,000

Total programmed FTA 5307 funds are less than apportioned funds each year. It is important to note that unused FTA 5307 funds from previous years may be available but are not accessible and programmed funds represent a placeholder until it is determined what operations and services will be implemented in the urbanized area. ITD acts as the interim sponsor until decisions are made.

Disbursement of Federal Funds

Table IV 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 IV
Disbursement of Federal Funds

Projects	Federal	State	Local/Other	TOTAL	Percent
System¹	31,466,000	1,970,000	696,000	34,132,000	51.8%
Bridge²	6,877,000	3,085,000	478,000	10,440,000	15.9%
Pavement³	3,673,000	3,538,000	216,000	7,427,000	11.3%
Bicycle and Pedestrian⁴	2,429,000	0	194,000	2,623,000	4.0%
Planning⁵	3,373,000	110,000	237,000	3,720,000	5.6%
Public Transportation	5,360,000	0	2,165,000	7,525,000	11.4%
TOTAL	\$53,178,000	\$8,703,000	\$3,986,000	\$65,867,000	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 BMDA; 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 BMDA and ITD

Project categories remain fairly constant. There was a small uptick in system and pavement projects of around a 2% increase while funding for bridges slightly declined. As mentioned previously in the TIP, funding for public transportation at this point is to be determined. However, funding amounts were programmed more consistently with previous trends of available funds. Thus, a reduction was noted.

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 IV, 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 V 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 V
Percent of Estimated Annual Revenue for Operations/Maintenance
and Expansion/Reconstruction

Type of Project	Total Estimated Annual Revenues	Percent of Revenues
Operations and Maintenance	15,053,544	72%
Expansion and Reconstruction	5,846,609	28%
TOTAL	\$20,900,153	100%

Source: Cities of Ammon, Idaho Falls, Iona and Bonneville County 2005-2018 Annual Road and Street Financial Reports and ITD Headquarters and District 6

Table V 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 74% are used on operations and maintenance while only 26% are used on expansion and reconstruction projects.

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

Table VI
Estimated Annual Revenues for Operations and Maintenance by Revenue Source

Revenue Source	Total Estimated Annual Revenues	Percent of Revenues
Federal	2,467,877	16%
State	6,605,702	44%
Local	5,979,965	40%
TOTAL	\$15,053,544	100%

Source: Cities of Ammon, Idaho Falls, Iona and Bonneville County 2005-2018 Annual Road and Street Financial Reports and ITD Headquarters and District 6

Table VI indicates that over 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 16% 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.

Previously, around 57 percent or more of anticipated revenue was used to operate and maintain the current system, while 43% was spent on capital items. This trend is subject to the need and ability to purchase rolling stock. A start-up of new services will require an increase in capital expenditures as buses need to be replaced and a bus replacement schedule developed.

As discussed in Table IV, additional federal funds from previous balances 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 9/19/19
Darrell M. West
Director

Figure 1

FY 2020 - PD

**Capacity, Pavement and Safety
Investments at Specific Roadway
and Intersection Locations**

- Project Location
- Project Length

Project #, CN Year, Description
Bonneville Co. - Green
Idaho Falls - Yellow
ITD - Red

#20473 (FY 2020)
Lindsay Blvd
Curve Improvements

#20516 (FY 2020)
5th West (E. River Rd)
Curve Improvement

#20539 (FY 2023)
US-26; Iona to 55th E
Intersection Improvements (4)

#21923 (2025)
US-26 / 25th East
Intersection Improvements

#22008 (PD)
Science Center; N. Blvd to Holmes Ave
Overlay, Signal Upgrade

#20420 (FY 2023)
I-15B and US-26
Concrete Replacements (2)

#20461 (PD)
5th St / Holmes Ave
Traffic Signal

#20535 (PD)
1st Street, Ammon Rd to 45th East
Widening

#22005 (FY 2021)
17th St / Rollandet
Left Turn Prohibition

#14024 (FY 2022)
17th St / Woodruff Ave
Intersection Improvements

#19434 (FY 2022)
45th West; 65th S to US-20
Pavement Resurfacing (4 miles)

#20735 (FY 2023)
US-26 and Holmes
Microseal (7.9 miles)

#20445 (PD)
S. Blvd; 18th St to 21st St
Minor Widening

#20490 (FY 2022)
I-15; Exit 113
Roundabouts

Projects at Non-Specific or Multiple Locations

- #19879 - ITD District 6 Traffic Signal Upgrades
- #20114 - US-20 Median Cable Barrier

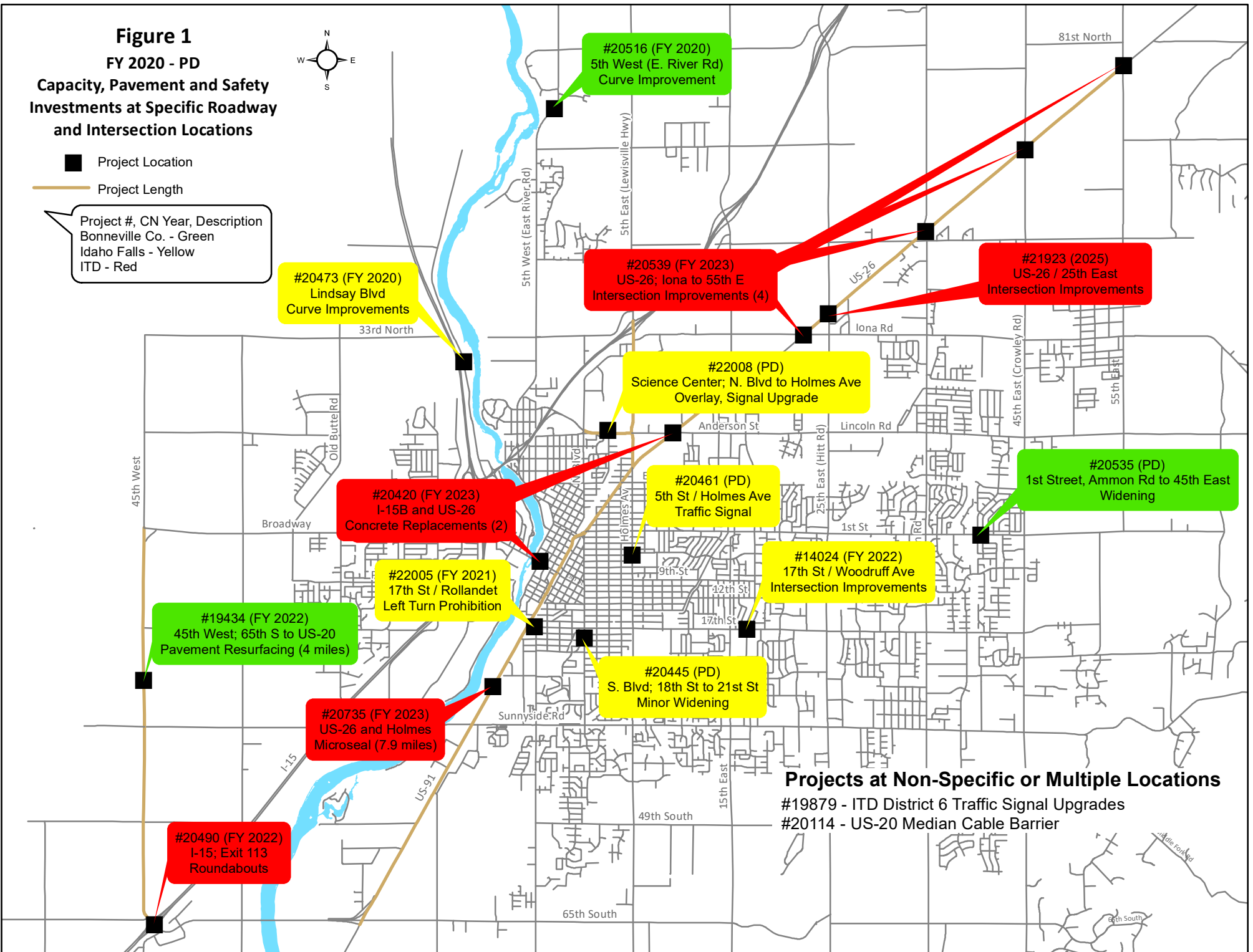


Figure 2

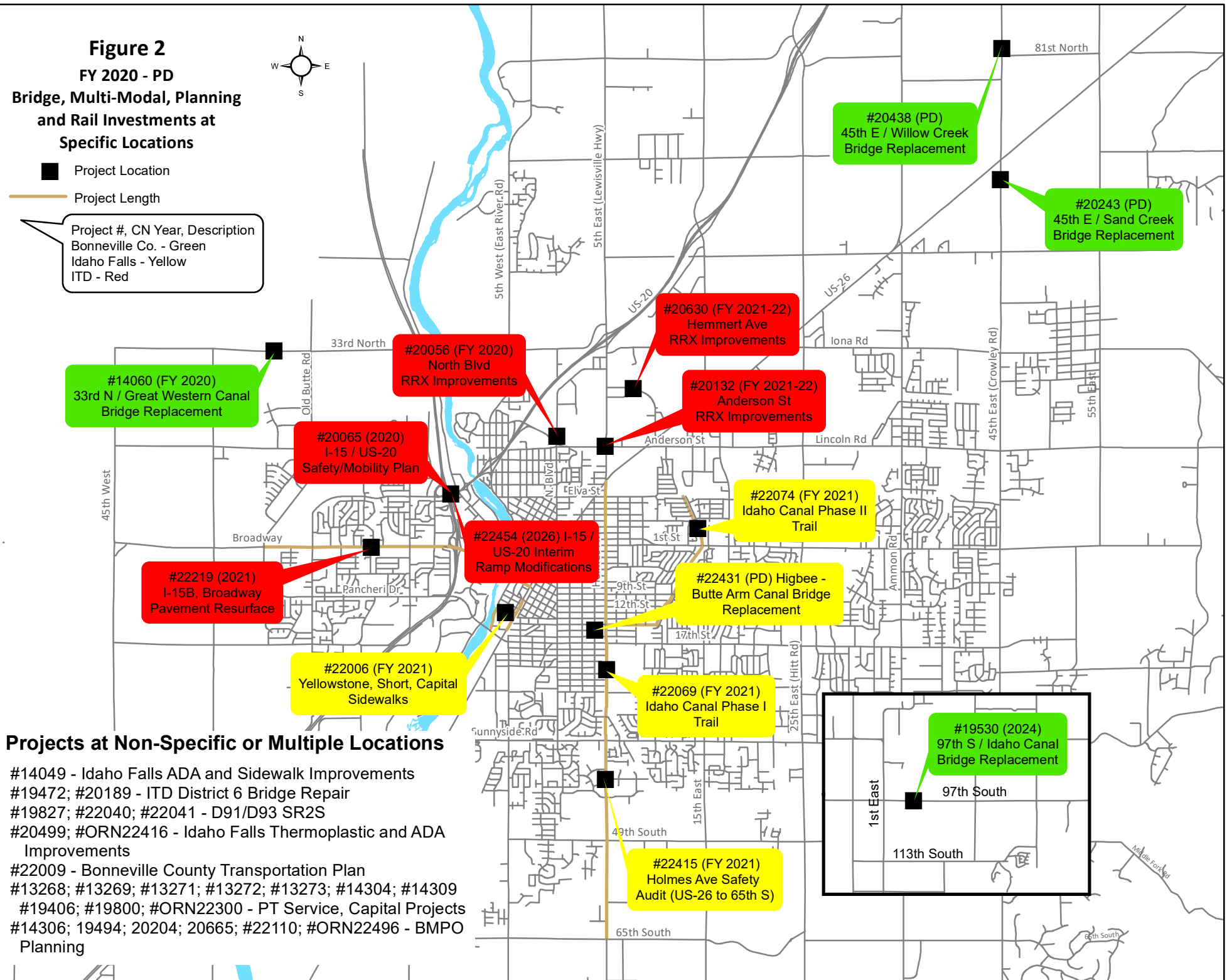
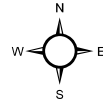
FY 2020 - PD

**Bridge, Multi-Modal, Planning
and Rail Investments at
Specific Locations**

■ Project Location

— Project Length

Project #, CN Year, Description
Bonneville Co. - Green
Idaho Falls - Yellow
ITD - Red



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

Idaho Transportation Department



Darrell M. West
Director

9/19/19

Date

Ken Kanownik, Planning Services Section
Division of Engineering Services

Date

Appendices