

Transportation Improvement Program



2020 -2025

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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 transportation projects for federal funding. 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 goal 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 project list that represents BTPO's regional priorities for expenditures of federal transportation funds for fiscal years 2020-2025. 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 includes the Air Quality Conformity Determination of the TIP. The Air Quality Conformity Determination requires approval by the Federal Highway Administration and the Federal Transit Administration

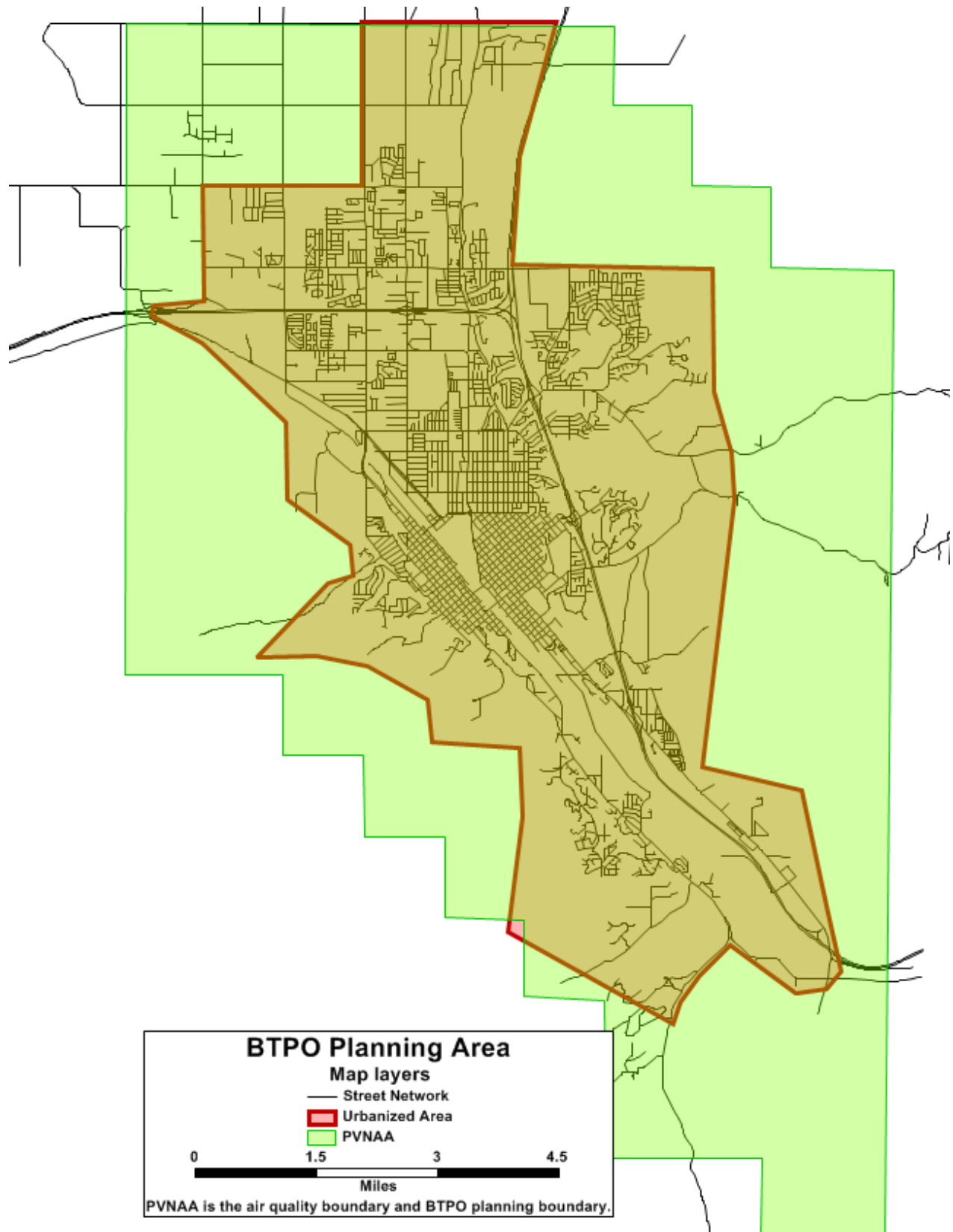


Figure 1: BTPO Planning Area

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 the 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), the 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 that assist in tracking progress made over the life of the Plan. The BTPO updates the MTP every four years.

Unified Planning Work Program (UPWP)

The UPWP is a one-year work plan developed to focus on transportation planning priorities in the region. The UPWP includes all federally funded planning activities regardless of the project 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 the 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 extra years for planning purposes. Fiscal year 2024 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 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 2020 – 2025, 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 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 its 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 the 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 2018, 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 includes all transit projects 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 the 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 to 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 2020-2025 TIP is a six-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 Block Grant Program (STBG) – The STBG 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.

Federal Transit Administration (FTA)

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

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

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

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

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

Identifying and Evaluating State Highway Candidate Projects

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

Federal Transit Administration Programs

FTA awards Section 5307 funds directly to transit providers. 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. BTPO accepted applications for the 5310 program in December. The BTPO Policy Board has recommended two projects for funding in the FY 2020 – 2025 TIP.

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 the 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 the State Department of Transportation 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. Congress approved five national priorities that cover the performance of the transportation system, and two others were developed to evaluate the process of designing and constructing projects with Federal transportation funds. The national performance measures are:

Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

- Rate of Fatalities (five-year rolling average)
- Serious Injuries per year (five-year rolling average)
- Rate of Serious Injuries (five-year rolling average)
- Number of non-motorized fatalities and serious injuries (five-year rolling average)

Infrastructure Condition - To maintain the highway infrastructure asset system in a state of good repair.

- Percentage of Pavements of the Interstate System in Good Condition
- Percentage of Pavements of the Interstate System in Poor Condition
- Percentage of Pavements of the National Highway System (NHS) in Good Condition
- Percentage of Pavement of the National Highway System in Poor Condition
- Percentage of Bridges on the NHS classified as in Good Condition
- Percentage of Bridges on the NHS classified as in Poor Condition

System Reliability - To improve the efficiency of the surface transportation system

- Percentage of Interstate System Providing Reliable Travel
- Percentage of the Non-Interstate NHS Providing Reliability Travel

Congestion– To achieve a significant reduction in congestion

- Annual hours of delay Non-Interstate Arterials and Collectors
- Percentage of Arterials and Collectors operating below acceptable Level of Service

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.

- Percentage of the Interstate System Mileage Providing for Reliable Truck Travel Time

Transit Assist Management – To improve the condition of transit capital assists.

- Equipment - The performance measure for non-revenue, support-service and maintenance vehicles equipment is the percentage of those vehicles that have either met or exceeded their Useful Life Balance (ULB)
- Rolling Stock – The percentage of revenue vehicles within a particular asset class that have either met or exceeded their ULB
- Facilities – The percentage of facilities within an asset class, rated below adequate condition (rating of 3) on the Transit Economic Requirement Model (TERM) scale

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. As identified in the TIP development process section, there are few projects in 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 assist ITD in meeting their performance targets.

Safety

The five safety performance measures relate to the reduction of fatal and serious injury crashes. BTPO supports ITD safety targets. The E. Alameda Road and Yellowstone (KN19053) project's primary purpose is to reduce serious injuries that have occurred along this section of the roadway. The Yellowstone Avenue; Breneman to Knudsen (KN ORN21911) will add a median to prevent left-turning traffic at a high crash location. 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 four ITD's pavement management system identified pavement improvements on the National Highway System.

Congestion Reduction

23 CFR Part 490.507 lists the performance measures and methodology for congestion. Idaho Transportation Department has submitted the conditions for each MPO region, and BTPO maintains a travel time network. Both show Yellowstone Avenue from Chubbuck to I-86 as below the acceptable limits. Travel Demand Modeling has shown that the Northgate Interchange (2019) will reduce congestion in that section of roadway and, therefore, should improve travel time.

System Reliability

The online base 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 Northgate Interchange on I-15 show an improvement in National Highway System roadway volumes. This lower volume should lead to improved System Reliability.

Transit Asset Management

Table 2 includes two projects KN 19755 and KN 19189, which provide funding for transit vehicles. The projects will keep the Pocatello Regional Transit Fleet above the state targets.

Transportation Improvement Program Project List

The following section provides a list of projects recommended for the FY 2020- 2025 TIP. Table 1 identifies FHWA Federal-aid funded projects. Table 2 identifies the FTA funded public transportation projects. Table 3 identifies the FHWA and FTA funded planning projects.

Bannock Transportation Planning Organization
FY 2020 – 2025 Transportation Improvement Program

Table 1 FY 2020 -FY 2025 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		
			2020	2021	2022	2023	2024	PD	Total	Federal Aid	Agency Match
SMA7031, Intersection of Hawthorne and Quinn 12099 1.063 - 1.067 City of Pocatello	Construction		500	0	0	1,885	0	0	2,385	2,210	175
	Development	560	0	0	0	0	0	0	560	519	41
	Right of Way	450		0	0	0	0	0	450	417	33
Intersection of Hawthorne and Quinn improves the intersection operations by installation of a traffic signal. The project reduces congestion in the peak periods.											
E. Siphon Rd, Yellowstone Ave to Whitaker Rd. B1001 City of Chubbuck	Construction		0	2,100	0	0	0	0	2,100	0	154
	Development	0	0	0	0	0	0	0	0	0	0
	Right of Way		0	0	0	0	0	0	0	0	0
The project will widen E. Siphon Road from Whitaker Rd to Yellowstone Avenue from two lanes to 5 lanes with a multi-use path of the south side of the road.											
S. 5th Avenue Safety Improvement 22411 City of Pocatello	Construction		0	0	183	0	0	0	183	170	13
	Development	0	0	30	0	0	0	0	30	28	2
	Right of Way		0	0	0	0	0	0	0	0	0
Project will install a median on 5th Ave from 1-15 Ave, Crosswalk on 5th Ave, a rectangular rapid flashing beacon (RRFB) to aid the crosswalk, a sidewalk system of the east side of 5th Ave, Upgrade and improve signing and ADA compliant wheelchair ramps at the four corners of 5th Ave/Jason Ave. The project is located between mileposts 0.0 and 0.07.											
STP-7341, Center Street Underpass 12098 MP 299.119 - 299.208 City of Pocatello	Construction		0	0	0	0	4,867	0	4,867	4,510	357
	Development	1037	0	0	0	0	0	0	1,037	961	76
	Right of Way		0	0	0	0	0	0	0	0	0
164.4894											
State, FY20 N Bannock County Pavement Preservation 19867 MP 0.0 -0.0 Idaho Transportation Department	Construction		7,256	0	0	0	0	0	7,256	6,723	533
	Development	0	0	0	0	0	0	0	0	0	0
	Right of Way		0	0	0	0	0	0	0	0	0
Seal Coats at various locations In Northern Bannock County.											
State, FY 20 Pocatello 15 ADA Ramps 22094 Idaho Transportation Department	Construction		58	0	0	0	0	0	58	54	4
	Development	0	0	0	0	0	0	0	0	0	0
	Right of Way		0	0	0	0	0	0	0	0	0
Construct fifteen Americans with Disabilities Act Ramps in Pocatello.											

Bannock Transportation Planning Organization
FY 2020 – 2025 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		
			2020	2021	2022	2023	2024	PD	Total	Federal Aid	Agency Match
I-15, Cedar to Flandro 21827 Idaho Transportation Department	Construction		0	2,289	0	0	0	0	2,289	2,121	168
	Development	200	0	0	0	0	0	0	200	185	15
	Right of Way	0	0	0	0	0	0	0	0	0	0
This project is a mill and inlay and should extend the life of the pavement on Yellowstone Avenue in Pocatello between Cedar Street and Flandro Drive											
I-15B, E. Alameda Road and Yellowstone 19053 MP 4.206 - 4.459 Idaho Transportation Department	Construction		0	0	572	0	0	0	572	530	42
	Development	273	0	0	0	0	0	0	273	253	20
	Right of Way	0	0	0	0	0	0	0	0	0	0
This project will improve safety and capacity at the intersection of East Alameda Road and Yellowstone Avenue in Pocatello. The project will eliminate left turn lanes and install raised median.											
US91, FY 24 Park Lawn to Siphon Rd, Chubbuck 21860 Idaho Transportation Department	Construction		0	0	0	0	2,998	0	2,998	2,778	220
	Development	400	0	0	0	0	0	0	400	371	29
	Right of Way	0	0	2,040	0	0	0	0	2,040	1,890	150
This project is a widening project that will provide additional capacity along Yellowstone Avenue between Park Lawn Ave and Siphon. The projec will also allow for the addition of traffic signal at the intersection of Yellowstone Avenue and Siphon Road.											
US91, FY 25 Yellowstone Avenue; Breneman to Knudsen 21911 Idaho Transportation Department	Construction		0	0	0	0	0	134	134	124	10
	Development	65	30	0	0	0	0	0	95	88	7
	Right of Way	0	0	0	0	0	0	0	0	0	0
Safety improvement add a median to center turn lane											
Local, OA Transfer for KN 20314 Northgate IC 15006 Idaho Transportation Department	Construction		500	1,740	0	0	0	0	2,240	2,076	164
	Development	0	0	0	0	0	0	0	0	0	0
	Right of Way	0	0	0	0	0	0	0	0	0	0
Local, OA Transfer for KN 20314 Northgate IC 15006 Idaho Transportation Department	Construction		-500	-1,740	0	0	0	0	-2,240	-2,076	-164
	Development	0	0	0	0	0	0	0	0	0	0
	Right of Way	0	0	0	0	0	0	0	0	0	0

Bannock Transportation Planning Organization
FY 2020 – 2025 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		
									Federal Agency		
			2020	2021	2022	2023	2024	PD	Total	Aid	Match
I-86 Railroad Bridge	Construction		0	7,966	0	0	0	0	7,966	7,381	585
22544 MP 0.0 -61.639	Development	0	250	0	0	0	0	0	250	232	18
Idaho Transportation Department	Right of Way		0	0	0	0	0	0	0	0	0
Replace bridge on I-86 over the UP Railroad tracks.											
I-86/I-15 Interchange Complex	Construction		0	0	13,629	21,224	16,994	0	51,847	48,041	3,806
20589 MP 0.0 -0.0	Development	1411	0	51	0	0	0	0	1,462	1,355	107
Idaho Transportation Department	Right of Way		0	0	0	0	0	0	0	0	0
Updates the Interchange complex including repair or replacement of bridges and ramps											
I-15, FY 26 D5 Fence Improvement	Construction		0	0	0	0	0	496	496	460	36
22492	Development	0	0	0	0	42	0	0	42	39	3
Idaho Transportation Department	Right of Way		0	0	0	0	0	0	0	0	0
Construct eleven Americans with Disabilities Act Ramps at various locations in Pocatello.											
State, FY 21 Pocatello 11 ADA Ramps	Construction		0	60	0	0	0	0	60	56	4
22450	Development	0	0	0	0	0	0	0	0	0	0
Idaho Transportation Department	Right of Way		0	0	0	0	0	0	0	0	0
Construct eleven Americans with Disabilities Act Ramps at various locations in Pocatello.											
<i>Costs are in Year of Expense value and in 1,000 of dollars.</i>	Construction		7,756	4,449	14,384	23,109	24,859	134	74,691	67,263	5,482
	Development		30	81	0	0	0	0	4,057	3,759	298
	Right of Way		0	2,040	0	0	0	0	2,490	2,307	183
	Total		7,786	6,570	14,384	23,109	24,859	134	81,238	73,329	5,963

Table 2; FY 2020 -2025 Transit Project List

Key #	Project Location	Public Scope Statement	Funding Source	Total	2020	2021	2022	2023	2024	PD	Sponsor
				Federal Local							
13800	Pocatello UZA Operations	Operations provide funds for the day to day operations of the PRT fixed-route system.	5307 Sub	Total	980	980	980	980	-	-	PRT
				Federal Funds	490	490	490	490			
				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 Sub	Total	8	8	8	8			PRT
				Federal Funds	6	6	6	6			
				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 Sub	Total	250	250	250	250			PRT
				Federal Funds	200	200	200	200			
				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 Sub	Total	323	323	323	323			PRT
				Federal Funds	258	258	258	258			
				Local Funds	65	65	65	65			
19755	Pocatello UZA Capital	The Capital Vehicle Replacement project will purchase new or buses to replace those buses which are beyond their useful life. An estimated three buses will be purchased	5307 Sub	Total	159	159	159	159			PRT
				Federal Funds	127	127	127	127			
				Local Funds	32	32	32	32			

Bannock Transportation Planning Organization
FY 2020 – 2025 Transportation Improvement Program

Key #	Project Location	Public Scope Statement	Funding Source	Total	2020	2021	2022	2023	2024	PD	Sponsor
				Federal Local							
19720	Pocatello UZA Planning	Mobility management provides planning services to provide in coordinating transit services between transit providers and human service agencies.	5307 Sub	Total	19	19	19	19			PRT
				Federal Funds	15	15	15	15			
				Local Funds	4	4	4	4			
19189	Pocatello UZA Capital	The capital Vehicle Replacement project will purchase new or buses to replace those buses which are beyond their useful life. An estimated four busses will be purchased	5339 Sub	Total	288		288				PRT
				Federal Funds	230		230				
				Local Funds	58		58				
22128	Pocatello UZA Capital	Bus shelter and new stop improvements at the intersection of Day Street and Grant Street	5310 Sub	Total	180						PRT
				Federal Funds	144						
				Local Funds	36						

Sponsor Codes: BPO = Bannock Transportation Planning Organization; Chubbuck = City of Chubbuck; Pocatello = City of Pocatello PRT = Pocatello Regional Transit; ITD = Idaho Transportation Department.
June 3, 2019

The project costs are in the year of construction value in 1,000 of dollars

Bannock Transportation Planning Organization
FY 2020 – 2025 Transportation Improvement Program

Table 3 – FY 2020 – 2025 Planning Projects

Route Project Limits Key # Sponsor Project Scope Description	Phase	Prior Program s	Transportation Improvement Program				Planning Projects		Total Project Cost			
			2020	2021	2022	2023	2024	PD	Total	Federal Aid	State	Agency Match
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.												
Local, FY 2023 BTPO Metro Planning 22109 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 2024 BTPO Metro Planning 22495 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				\$ 126	\$ 117		\$ 9
	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 2020 – 2025.

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 2020 through 2025, 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 a selection of 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 an annual allocation of \$1,096,000. 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 on programming 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	2020	2021	2022	2023
Allocation	\$1,176,349	\$1,176,349	\$1,176,349	\$1,176,349
Programed	\$1,089,000	\$1,096,000	\$1,096,000	\$1,096,000
Available	\$87,349	\$80,349	\$80,349	\$80.349

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 Nation Ambient Air Quality Standards (NAAQS) with approval of the State Implementation Plan (SIP) and Maintenance Plan by the Environmental Protection Agency (EPA) on August 14, 2006 (Federal Register / Vol. 71, No. 134 / Thursday, July 13, 2006). Attainment of the maintenance plan still requires the PVNAA to demonstrate that transportation activities will not cause an additional exceedance of the PM₁₀ NAAQS.

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

Transportation Conformity is the process of evaluating planned transportation activities emissions against the Motor Vehicle Emissions Budget (MVEB) established by the SIP. The EPA approved the SIP for the Portneuf Valley Non-Attainment Area on August 14, 2006. Due to changes in requirements for air quality modeling, an amendment to that SIP and MVEB was submitted in April 2014 and was approved by the EPA with an effective date of September 15, 2014 (Federal

Register / Vol. 79, No. 137 / Thursday, July 17, 2014). Code of Federal Regulations Title 40 part 93 provides the requirements and specifications for determining transportation conformity.

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

Latest emissions model, planning assumptions, consultation, and emissions budgets are the four basic criteria for a conformity determination on the TIP. Each area contains inputs and assumptions used to provides information on the calculation of transportation emissions.

The horizon or analysis years for the TIP are:

- Horizon Year 2020 – Last year of the MVEB and within ten years of validation of the Travel Demand Model.
- Horizon Year 2030 – Horizon years must be within 10-years of the initial horizon year.
- Horizon Year 2040 – The last year of the MTP.


As demonstrated in Table 6, for each horizon year, the emissions are less than allowed in the Motor Vehicle Emission Budget (Budget).

Table 6 Conformity Determination Summary

Horizon Year	Pollutant Name/Activity	Emissions (Tons per year)	Budget (Tons per year)
2020	Volatile Organic Compounds	349	651
	Oxides of Nitrogen (NOx)	515	856
	Primary OnRoad and RoadDust PM10 - Total	351	498
2030	Volatile Organic Compounds	202	651
	Oxides of Nitrogen (NOx)	215	856
	Primary OnRoad and RoadDust PM10 - Total	372	498
2040	Volatile Organic Compounds	140	651
	Oxides of Nitrogen (NOx)	132	856
	Primary OnRoad and RoadDust PM10 - Total	396	498

Appendix A **Public Involvement Process**

In accordance with the Public Involvement Plan,¹ public involvement was conducted on the FY 2020 – 2025 Transportation Improvement Program. BTPO ran an Idaho State Journal Advertisement and issued a press release. The release and request to comments were also sent to our email list and social media accounts. The draft document was on the BTPO website along with the public comment invitation.


PUBLIC COMMENT INVITATION
DRAFT 2020 – 2026 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: https://bannockplanning.org/wp-content/uploads/2019/07/BTPOTIPFY2020_Draft_20190701.pdf
Comment period: July 2, 2019– August 5, 2019
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 changes are made to the draft FY 2020 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

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

Annual update of the Transportation Improvement Program

Pocatello, July 1, 2019 – 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 helps 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 2020 to 2025.

The public is invited to review and comment on the project lists and documents. The public comment period is from July 3, 2019, to August 3, 2019. 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 or the Idaho Transportation Department's website at https://bannockplanning.org/wp-content/uploads/2019/07/BTPOTIPFY2020_Draft_20190701.pdf.

Public Comments

BTPO staff received no public comments 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.

Bannock Planning Organization



Mori Byington
Planning Director

Date: 10-7-2019

Idaho Transportation Department

Kenneth Kanownik Digitally signed by Kenneth Kanownik
Date: 2019.10.09 13:10:07 -06'00'

Kenneth Kanownik Planning Services
Manager

Date: _____

Appendix C **Resolution 2019 -2 Approving FY 2020 – 2025 Transportation Improvement Program**

Resolution 2020-2 Providing for the Adoption of FY 2020 -2025 Transportation Improvement Program

WHEREAS,

1. Bannock Transportation Planning Organization (BTPO) is the designated Metropolitan Planning Organization (MPO) for the Pocatello Urbanized area;
2. CFR §23.450.326 requires that each MPO prepare and Transportation Improvement Program which reflects the investment priorities in the 2040 Metropolitan Transportation Plan;
3. The Transportation Improvement Program was developed in accordance with the BTPO Public Involvement Plan, and the public and stakeholders were involved in the development of the plan.
4. The Transportation Improvement Program was developed in cooperation with the Idaho Transportation Department

NOW, THEREFORE, BE IT RESOLVED

1. The Bannock Transportation Planning Organization's Policy Board adopts the FY 2020 – 2025 Transportation Improvement Program for the Pocatello/Chubbuck Urbanized Area.

Adopted on by the BTPO Policy Board meeting on October 7, 2019


W. James Johnston, Chair
BTPO Policy Board

Attest:


Mori R. Byington
Planning Director