

Draft Transportation Improvement Program



2021 -2027



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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. They 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 (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 public and other interested parties on federally funded projects that will occur over the next four years. The TIP includes three additional planning years that are not in the Federal TIP. The TIP demonstrates that Bannock Transportation Planning Organization has met the requirements of the Fixing America's Surface Transportation (FAST) Act. The TIP is consistent with the 2040 Metropolitan Transportation Plan approved on October 7, 2019.

This document provides a financial constraint project list that represents BTPO's regional priorities for expenditures of federal transportation funds for fiscal years 2021-2027. 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 TIP also contains an Air Quality Conformity Determination.

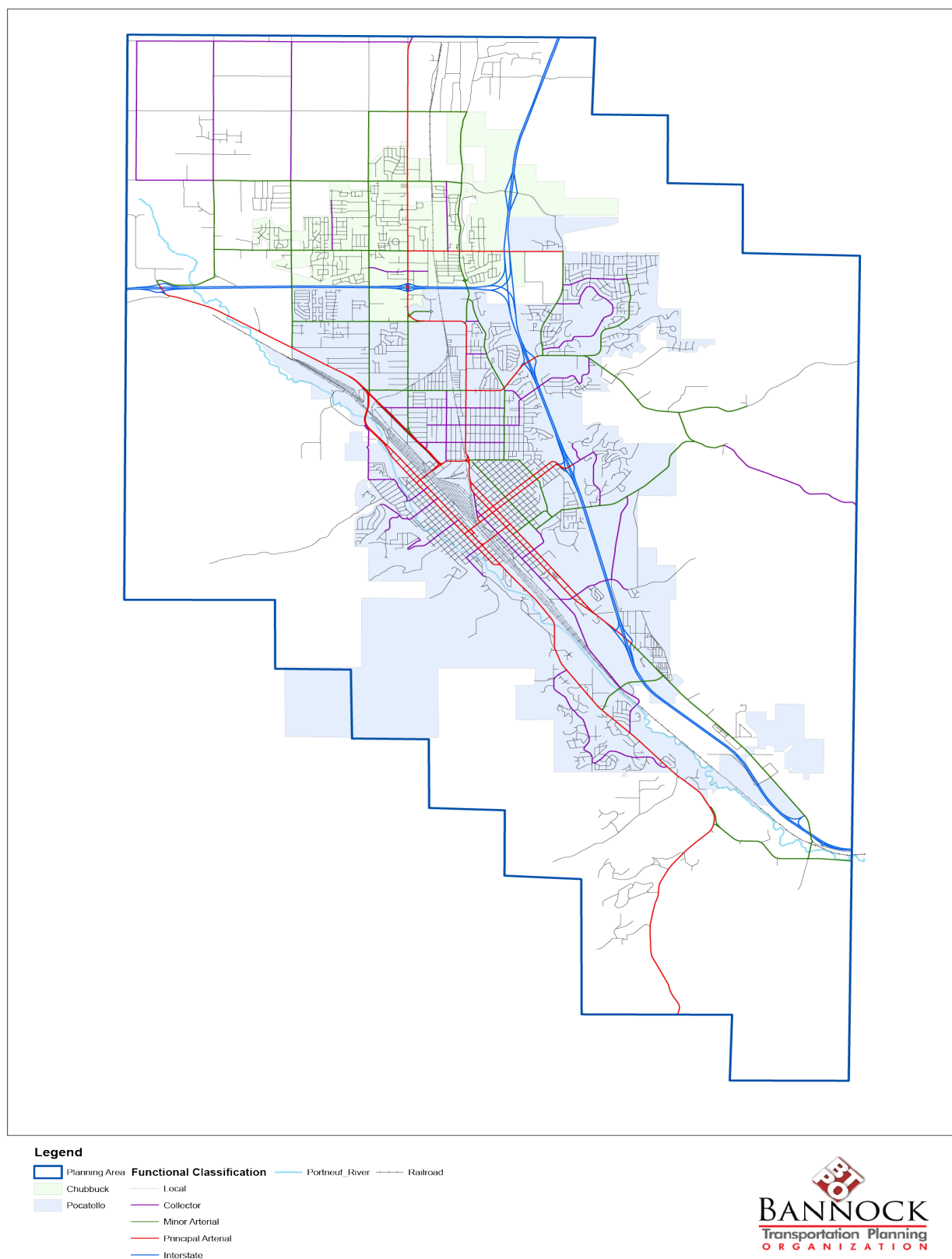


Figure A-1: BTPO Planning Area

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 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 three extra years for planning purposes. Fiscal year 2025 and 2026 are planning years 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, 2027/ 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 seven-year ITIP. The ITIP includes by reference BTPO's and the five other metropolitan regions within Idaho TIPS. The ITIP includes all federally funded projects within the state regardless of the mode of transportation or location and meets the federal requirements of the 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 2021 – 2027, 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 a 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 the 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 Transportation Department updated the Idaho ITS Strategic Plan Update 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 meets 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 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 2021-2027 TIP is a seven-year program of planned transportation projects that are from or consistent with; the 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.

Funding 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. BTPO, in coordination with the Idaho Transportation Department, developed the TIP 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). HNPP also provides funds for the construction of new facilities on the NHS. The NHPP funds are directed to

support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

- Surface Transportation Block Grant Program (STBG) – The STBG provides the most flexible eligibility among all Federal-aid programs. State and local agencies have the flexibility to identify the needed projects without project-specific limitations. STBG funds can preserve and improve conditions and performance on any Federal-aid highway.
- 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) – The TAP program provides 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 - 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 Idaho 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.

BTPO issued a call for projects in November 2019 for both the STBG and Transit programs. Local communities submitted three projects in response to the call for projects. The Policy Board has recommended all three projects be included in the draft FY 2021 -2027 TIP.

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

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. Congress adopted two other performance priorities 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 Like 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. The project selection criteria developed by the LHTAC and TIP identifies projects that will 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. Three projects in the TIP have a direct effect on the safety performance measures. 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 (KN21911) will add a median to prevent left-turning traffic at a high crash location. South 5th Avenue Safety Improvement project (KN22411) will install a median on 5th Ave from I-15 to Jason Ave, add a crosswalk on 5th Ave, a rectangular rapid flashing beacon (RRFB) to aid the crosswalk, a sidewalk on the east side of 5th Ave.

Infrastructure Condition

The TIP includes four ITD's pavement management system identified pavement improvements on the National Highway System. Three projects will replace or repair bridges that are in poor condition. I-86/I-15 Interchange Complex (KN 20589) will replace the bridge within the complex and two others on E. Chubbuck Road, which goes over the interstate near the project. The I-86 Railroad Bridge (KN 22544) will replace the I-86 westbound bridge over the Union Pacific Railroad tracks. West Carson Street Bridge (KN 22597) will replace the bridge over the Portneuf River. The project will replace all three of the bridges in poor condition in 2019. The West Carson Street project is one of the four non-National Highway System bridges listed in poor condition in 2019. These projects will have a significant impact on the bridge condition within the urban area and help meet the state targets

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

As of this draft, the Idaho Transportation Department has not completed its 2019 evaluation of system reliability. The lack of data prevents the determination of the impact of the TIP on system reliability. 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. The region has one road segment (Yellowstone Avenue from I-86 to Chubbuck Road), which has been on the unreliability list in the past. The regional signal coordination committee updated the signal timing in this corridor, which reduced travel times by 30 to 60 seconds. Key number 21911 FY 2025 Yellowstone Avenue; Breneman to Knudsen will install a median along the corridor. Both activities should improve the system reliability on the road segment.

Transit Asset Management

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

Local Performance Measures

The national performance measures relate to the goals and priorities established by Congress and are primarily focused on roads on the National Highway System. The 2040 Metropolitan Transportation Plan developed local performance categories for facilities not on the National Highway System. The five categories are:

- Infrastructure Condition – To maintain the highway infrastructure in a state of good repair;
- System Reliability – To improve the efficiency and reliability of the surface transportation system;
- Activity Transportation – Provide multimodal options that support a safe, active, and healthy community;
- Network Accessibility – Active transportation network connectivity; and
- Environment Sustainability – Provide for clean air within the planning area.

The 2040 Metropolitan Transportation Plan (<https://www.bannockplanning.org/wp-content/uploads/2019/10/BTPO-Metropolitan-Transportation-Plan-2040.pdf>) provides a complete description of the local performance measures.

Proposed Projects to the Transportation Improvement Program

The projects identified in the TIP are selected applications or identified by the bridge and pavement management system. The four projects are consistent with the goals and strategies of the 2040 Metropolitan Transportation Plan. Table 1 identifies the list of projects BTPO proposes to add to the FY 2021 -2017 TIP. The table provides the project name, description, performance measures, year of the activity, and project cost. Performance measures refer to national and local

performance-based planning measures. Projects within each measure are selected to help the region and the State of Idaho meet performance-based targets.

Table 1 Proposed Projects to the Transportation Improvement Program

Key Number	Project Name	Project Description	Performance Measure	Year of Activity	Project Cost
ORN 23042	E. Clark Street ADA Improvements	The project will install 120 feet of sidewalks and improve 34 ADA ramps on E Clark street from 1st to 18th.	Network Accessibility	2021	\$230,000
ORN 23043	E. Carter Street ADA Improvements	The project will install sidewalks, ramps, and lighting on E. Carter St from S. 5th Ave to S. 8th Ave	Network Accessibility	2022	\$131,000
ORN 22883	Pedestrian Crossing Safety Improvement	The project will add 12 bulb-outs and curb ramps within downtown Pocatello. The project will also add two Rectangular Rapid Flash Beacons Near Pocatello High School.	Safety	2023	\$630,000
ORN 22914	Safe Routes to School	The project will develop safe routes to school programs within District #25.	N/A	2021-2023	\$193,500
ORN 23024	Pole Line Road - W Alameda Road to W Quinn Road	Widen the roadway to add a center turn lane. The project scope includes adding sidewalks.	Safety/Network Accessibility	PD	\$3,488,000
ORN 22687	Gould Street: Yellowstone to Garrett Way	This project will address the mobility and safety of a corridor within Pocatello. Changes will include the addition of turn bays, adjustments to the signals, and an overall redesign of the corridor.	Safety	2027	\$8,919,000

Transportation Improvement Program Project List

The following section provides a list of projects recommended for the FY 2021- 2027 TIP. The list includes the proposed project and those who were listed in previous TIPs. Highway and Pedestrian and Bicycle projects are listed in Table 2. Table 3 identifies all public transportation projects. The planning projects are identified in Table 4.

Table 2 FY 2021 -FY 2027 Highway Projects List

Project Key Number	Project Name Route Mile Post Sponsoring Agency Performance Measure Air Quality Conformity Requirement	Proposed Funding Category	Phase	Estimated Total Project Cost	Prior Programs	Transportation Improvement Program				Planning Years		
						2021	2022	2023	2024	2025	2026	2027/PD
B1001	Northgate Blvd, Yellowstone to Ave	Local	Construction	\$ 2,100	\$ -	\$ 2,100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Whitaker Rd		Development	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	SMA 7031		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	City of Chubbuck											
	N/A		Federal Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
	Required		Non-Federal	\$ 2,100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
The project will widen New Day Parkway from Whitaker Rd to Yellowstone Avenue from two lanes to 5 lanes with a multi-use path of the south side of the road.												
21827	Yellowstone Ave, Cedar St. to Flandro Dr.	State	Construction	\$ 2,384	\$ -	\$ 2,384	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	I-15B		Development	\$ 35	\$ 200	\$ (165)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Idaho Transportation Department		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Infrastructure Condition		Federal Funds	\$ 2,056	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Exempt		Non-Federal	\$ 139	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
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												
ORN22914	FY 21 SICO SRTS Coordination	State	Construction	\$ 64	\$ -	\$ 64	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	off system		Development	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	South East Idaho Council of Governments		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Infrastructure Condition		Federal Funds	\$ 59	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Exempt		Non-Federal	\$ 4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	This project provides for Safe Routes to School program personnel, education materials, encouragement incentives, special events, and indirect costs.											
15006	OA Transfer for KN 20314 Northgate IC	STBG -U	Construction	\$ 1,746	\$ -	\$ 706	\$ 1,040	\$ -	\$ -	\$ -	\$ -	\$ -
	US 91		Development	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Idaho Transportation Department		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	N/A		Federal Funds	\$ 654	\$ 964	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Exempt		Non-Federal	\$ 48	\$ 71	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	OA transfer from Urban Committee to D5 for the Northgate IC											
15006	OA Transfer for KN 20314 Northgate IC	STBG -U	Construction	\$ (1,746)	\$ -	\$ (706)	\$ (1,040)	\$ -	\$ -	\$ -	\$ -	\$ -
	US 91		Development	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Idaho Transportation Department		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	N/A		Federal Funds	\$ (654)	\$ (964)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Exempt		Non-Federal	\$ (48)	\$ (71)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	OA transfer from Urban Committee to D5 for the Northgate IC											

Bannock Transportation Planning Organization
FY 2021 – 2027 Transportation Improvement Program

Project Key Number	Project Name Route Mile Post Sponsoring Agency Performance Measure Air Quality Conformity Requirement	Proposed Funding Category	Phase	Estimated Total Project Cost	Prior Programs	Transportation Improvement Program				Planning Years		
						2021	2022	2023	2024	2025	2026	2027/PD
22597	W. Carson St, Portneuf River Bridge	Bridge	Construction	\$ 1,485	\$ -	\$ 1,485	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STC-7221 0.014 - 0.014		Development	\$ 542	\$ 386	\$ 156	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	City of Pocatello		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Infrastructure Condition			Federal Funds	\$ 1,521	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Exempt			Non-Federal	\$ 123	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Bridge Replacement											
22450	FY 21 Pocatello 11 ADA Ramps	State	Construction	\$ 60	\$ -	\$ 60	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	varies		Development	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	City of Pocatello		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Infrastructure Condition Local			Federal Funds	\$ 56	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Exempt			Non-Federal	\$ 4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Construct eleven Americans with Disabilities Act Ramps at various locations in Pocatello.											
22411	S. 5th Avenue Safety Improvements	Safety	Construction	\$ 200	\$ -	\$ -	\$ 200	\$ -	\$ -	\$ -	\$ -	\$ -
	SMA-7231 0.0 -0.70		Development	\$ 8	\$ 8	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	City of Pocatello		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Safety			Federal Funds	\$ -	\$ 185	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Exempt			Non-Federal	\$ -	\$ 14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	The project will install a median on 5th Ave from I-15 to Jason Ave, add a crosswalk on 5th Ave, a rectangular rapid flashing beacon (RRFB) to aid the crosswalk, and add a sidewalk on the east side of 5th Ave. The project also includes upgrade and improved signing and ADA compliant curb returns ramps at the four corners of 5th Ave/Jason											
ORN22915	FY 22 SICOG SRTS Coordination	State	Construction	\$ 64	\$ -	\$ -	\$ 64	\$ -	\$ -	\$ -	\$ -	\$ -
	off system		Development	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	South East Idaho Council of Governments		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Infrastructure Condition			Federal Funds	\$ -	\$ 59	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Exempt			Non-Federal	\$ -	\$ 4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	This project provides for Safe Routes to School program personnel, education materials, encouragement incentives, special events, and indirect costs.											
19053	E. Alameda Road and Yellowstone Ave	State	Construction	\$ 561	\$ -	\$ -	\$ 561	\$ -	\$ -	\$ -	\$ -	\$ -
	I-15B 4.206 - 4.459		Development	\$ 273	\$ 273	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Idaho Transportation Department		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Infrastructure Condition / Safety			Federal Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Exempt			Non-Federal	\$ -	\$ 561	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	This project will improve safety and capacity at the intersection of East Alameda Rd. and Yellowstone Ave. in Pocatello. This project will create a center median from East Cedar St. to East Alameda St.											

Bannock Transportation Planning Organization
FY 2021 – 2027 Transportation Improvement Program

Project Key Number	Project Name Route Mile Post Sponsoring Agency Performance Measure Air Quality Conformity Requirement	Proposed Funding Category	Phase	Estimated Total Project Cost	Prior Programs	Transportation Improvement Program				Planning Years		
						2021	2022	2023	2024	2025	2026	2027/PD
22544	I-86 Railroad Bridge	State	Construction	\$ 8,126	\$ -	\$ -	\$ 8,126	\$ -	\$ -	\$ -	\$ -	\$ -
	I-86 61.639 - 61.672		Development	\$ 250	\$ 250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Idaho Transportation Department		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Infrastructure Condition		Federal Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Exempt		Non-Federal	\$ -	\$ 8,126	\$ -	\$ -	\$ -	\$ -	\$ -		
	Replace bridge on I-86 over the Union Pacific Railroad tracks.											
ORN22916	FY 23 SICO SRTS Coordination	State	Construction	\$ 64	\$ -	\$ -	\$ -	\$ 64	\$ -	\$ -	\$ -	\$ -
	off system		Development	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	South East Idaho Council of Governments		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Infrastructure Condition		Federal Funds	\$ -	\$ -	\$ 59	\$ -	\$ -	\$ -	\$ -	\$ -	
	Exempt		Non-Federal	\$ -	\$ -	\$ 4	\$ -	\$ -	\$ -	\$ -	\$ -	
	This project provides for Safe Routes to School program personnel, education materials, encouragement incentives, special events, and indirect costs.											
20589	I-86/I-15 Interchange Complex	IM	Construction	\$ 105,395	\$ -	\$ -	\$ -	\$ 35,779	\$ 37,142	\$ 32,473	\$ -	\$ -
	I-86/I-15 0.0 - 0.0		Development	\$ 2,111	\$ 2,061	\$ 50	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Idaho Transportation Department		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Infrastructure Condition		Federal Funds	\$ 46	\$ -	\$ 33,153	\$ 34,416	\$ 30,089	\$ -	\$ -	\$ -	
	Exempt		Non-Federal	\$ 7	\$ -	\$ 2,433	\$ 2,526	\$ 2,209	\$ -	\$ -	\$ -	
	The purpose of the project is to establish a concept for the improvement of the I-86/I-15 IC Complex. The Key #9000 project established a preliminary design study, IMR, and environmental clearance for this interchange. The intent of this project is to revisit Key 9000 geometry and revise and update to establish the final concept and scope of work for an FY 2022 project. It is estimated that \$100,000,000 will be needed for CN for this project paid out over FY 2022 and FY 2023. As many as 5 bridges will be addressed with this project.											
ORN22973	FY 22 Pocatello 11 ADA Ramps	State	Construction	\$ 60	\$ -	\$ -	\$ 60	\$ -	\$ -	\$ -	\$ -	\$ -
	varies		Development	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	City of Pocatello		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Infrastructure Condition Local		Federal Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Exempt		Non-Federal	\$ -	\$ 60	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Construct eleven Americans with Disabilities Act Ramps at various locations in Pocatello.											

Bannock Transportation Planning Organization
FY 2021 – 2027 Transportation Improvement Program

Project Key Number	Project Name Route Mile Post Sponsoring Agency Performance Measure Air Quality Conformity Requirement	Proposed Funding Category	Phase	Estimated Total Project Cost	Prior Programs	Transportation Improvement Program				Planning Years		
						2021	2022	2023	2024	2025	2026	2027/PD
ORN22883	Pedestrian Crossing Safety Improvements	State	Construction	\$ 630	\$ -	\$ -	\$ -	\$ 630	\$ -	\$ -	\$ -	\$ -
	varies		Development	\$ 96	\$ -	\$ -	\$ 96	\$ -	\$ -	\$ -	\$ -	
	City of Pocatello		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Safety		Federal Funds		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Exempt		Non-Federal		\$ -	\$ 96	\$ 630	\$ -	\$ -	\$ -	\$ -	
	Install curb extensions and install two Rectangular Rapid Flash Beacons at intersection on N Main Street and N Arthur Ave near Pocatello High School											
12099	Intersection of Hawthorne and Quinn	STBG -U	Construction	\$ 3,708	\$ -	\$ -	\$ -	\$ -	\$ 3,708	\$ -	\$ -	\$ -
	SMA 7031 1.063 - 1067		Development	\$ 585	\$ 585	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	City of Pocatello		Right-of-Way	\$ 450	\$ 450	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	N/A		Federal Funds		\$ -	\$ -	\$ -	\$ 3,436	\$ -	\$ -	\$ -	
	Exempt		Non-Federal		\$ -	\$ -	\$ -	\$ 252	\$ -	\$ -	\$ -	
Intersection of Hawthorne and Quinn improves the intersection operations by installation of a traffic signal. The project reduces congestion in the peak periods.												
21860	FY 24 Park Lawn to Siphon Rd,	NHS	Construction	\$ 2,940	\$ -	\$ -	\$ -	\$ -	\$ 2,940	\$ -	\$ -	\$ -
	US 91 81.138 - 81.552		Development	\$ 400	\$ 400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Idaho Transportation Department		Right-of-Way	\$ 2,000	\$ -	\$ 2,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	N/A		Federal Funds		\$ 1,853	\$ -	\$ -	\$ 2,724	\$ -	\$ -	\$ -	
	Required		Non-Federal		\$ 283	\$ -	\$ -	\$ 200	\$ -	\$ -	\$ -	
This project is a widening project that will provide additional capacity along Yellowstone Avenue between Park Lawn Ave and Siphon. The project will also allow for the addition of a traffic signal at the intersection of Yellowstone Avenue and Siphon Road.												
21911	FY 25 Yellowstone Avenue; Breneman to Knudsen	HSIP- Safety	Construction	\$ 131	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 131	\$ -	\$ -
	US 91 79.8 - 80.2		Development	\$ 95	\$ 95	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Idaho Transportation Department		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Safety		Federal Funds		\$ -	\$ -	\$ -	\$ -	\$ 121	\$ -	\$ -	
	Exempt		Non-Federal		\$ -	\$ -	\$ -	\$ -	\$ 9	\$ -	\$ -	
The project will add a median to the existing center turn-lane												
12099	Center Street Underpass	STBG -LU	Construction	\$ 4,962	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,962	\$ -	\$ -
	STP-7341 299.119 - 299.208		Development	\$ 1,047	\$ 1,047	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	City of Pocatello		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Infrastructure Condition		Federal Funds		\$ -	\$ -	\$ -	\$ -	\$ 4,598	\$ -	\$ -	
	Exempt		Non-Federal		\$ -	\$ -	\$ -	\$ -	\$ 337	\$ -	\$ -	
The project will reconstruct the retaining walls, improve drainage on side slopes, update sidewalk conditions, install a pedestrian overpass on the west side of the underpass. and reconstruct the pavement.												

Bannock Transportation Planning Organization
FY 2021 – 2027 Transportation Improvement Program

Project Key Number	Project Name Route Mile Post Sponsoring Agency Performance Measure Air Quality Conformity Requirement	Proposed Funding Category	Phase	Estimated Total Project Cost	Prior Programs	Transportation Improvement Program				Planning Years		
						2021	2022	2023	2024	2025	2026	2027/PD
ORN23024	Pole Line Road -W Alameda Road to W Quinn Road	STP-LU	Construction	\$ 3,851	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,851
	Development		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Right-of-Way		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	City of Pocatello			Federal Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,569	
	Safety			Non-Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 262	
	Exempt											
Widen Pole Line Road from W Alameda Road to W Quinn Road from four lanes to five lanes. The fifth lane is a two-way Center Turn Lane. A Sidewalk along Pole Line Road are also included in the project												
ORN22687	Gould Street - Yellowstone Ave to Garrett Way	State	Construction	\$ 8,919	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,919
	Development		\$ 323	\$ -	\$ 100	\$ 223	\$ -	\$ -	\$ -	\$ -	\$ -	
	Right-of-Way		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Idaho Transportation Department			Federal Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Safety			Non-Federal	\$ 100	\$ 223	\$ -	\$ -	\$ -	\$ -	\$ 8,919	
	Required											
This project will address the mobility and safety of a corridor within Pocatello. This will include the addition of turn bays, adjustments to the signals, and an overall redesign of the corridor.												
Project costs are in current dollar value in 1,000 of dollars. The planning year 2027 includes projects the Idaho Transportation Department plans to construct in 2027 and local project which are undergoing the initial design phase and no construction year is implied.			Federal			\$ 5,532	\$ 185	\$ 33,153	\$ 40,576	\$ 34,808	\$ -	\$ 3,569
			Non-Federal			\$ 2,756	\$ 9,080	\$ 3,064	\$ 2,978	\$ 2,555	\$ -	\$ 9,181

Table 3 FY 2021 -2027 Transit Project List

Key #	Public Scope Statement	Funding Source	Sponsor	Total	2021	2022	2023	2024
				Federal				
				Local				
13800	Operations provide funds for the day to day operations of the PRT fixed route system.	5307 Sub	PRT	Total	980	1,000	1,000	1,000
				Federal Funds	490	500	500	500
				Local Funds	490	500	500	500
13801	Capital Facility Lease provides funds to lease a transfer station for the fixed transit route system	5307 Sub	PRT	Total	8	8	8	8
				Federal Funds	6	6	6	6
				Local Funds	2	2	2	2
13802	Demand Response Operations provides door to door transit service for elderly and disabled persons in the Pocatello urban area.	5307 Sub	PRT	Total	250	250	250	250
				Federal Funds	200	200	200	200
				Local Funds	50	50	50	50
13803	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	PRT	Total	323	323	323	323
				Federal Funds	258	258	258	258
				Local Funds	65	65	65	65
19755	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	PRT	Total	159	159	159	159
				Federal Funds	127	127	127	127
				Local Funds	32	32	32	32
19720	Mobility management provide planning service to asset in coordinating transit services between transit provide and human service agencies.	5307 Sub	PRT	Total	19	19	19	19
				Federal Funds	15	15	15	15
				Local Funds	4	4	4	4
19189	Capital Vehicle Replacement project will purchase new or buses to replace those buses which are beyond their useful life. An estimated 6 busses will be purchased	5339 Sub	PRT	Total	288			575
				Federal Funds	230			460
				Local Funds	58			115
	E. Clark Street ADA Improvements. The project will install 120 feet of sidewalks and improve 34 ADA ramps on E Clark street from 1st to 18th.	5310 Sub	Pocatello	Total	230			
				Federal Funds	184			
				Local Funds	46			
	E. Carter Street ADA Improvements. The project will install a sidewalks, ramps and lighting on E. Carter St from S. 5th Ave to S. 8th Ave	5310 Sub	ISU	Total		131		
				Federal Funds		105		
				Local Funds		26		

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

Table 4 – FY 2020 – 2027 Planning Projects

Project Key Number	Project Name Sponsoring Agency	Proposed Funding Category	Phase	Estimated Total Project Cost	Prior Programs	Transportation Improvement Program				Planning Years		
						2021	2022	2023	2024	2025	2026	2027/PD
19952	FY 2021 BTPO Metro Planning	CPG	Development	\$ 167		\$ 167						
	BTPO			Federal Funds		\$ 154	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Non-Federal		\$ 12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Federal Highway Administration Planning funds for metropolitan planning activities within the Pocatello Urbanized Area.											
20432	FY 2022 BTPO Metro Planning	CPG	Development	\$ 167			\$ 167					
	BTPO			Federal Funds		\$ -	\$ 154	\$ -	\$ -	\$ -	\$ -	\$ -
				Non-Federal		\$ -	\$ 12	\$ -	\$ -	\$ -	\$ -	\$ -
	Federal Highway Administration Planning funds for metropolitan planning activities within the Pocatello Urbanized Area.											
22109	FY 2023 BTPO Metro Planning	CPG	Development	\$ 167				\$ 167				
	BTPO			Federal Funds		\$ -	\$ -	\$ 154	\$ -	\$ -	\$ -	\$ -
				Non-Federal		\$ -	\$ -	\$ 12	\$ -	\$ -	\$ -	\$ -
	Federal Highway Administration Planning funds for metropolitan planning activities within the Pocatello Urbanized Area.											
22495	FY 2024 BTPO Metro Planning	CPG	Development	\$ 167					\$ 167			
	BTPO			Federal Funds		\$ -	\$ -	\$ -	\$ 154	\$ -	\$ -	\$ -
				Non-Federal		\$ -	\$ -	\$ -	\$ 12	\$ -	\$ -	\$ -
	Federal Highway Administration Planning funds for metropolitan planning activities within the Pocatello Urbanized Area.											
ORN22999	FY 2025 BTPO Metro Planning	CPG	Development	\$ 167						\$ 167		
	BTPO			Federal Funds		\$ -	\$ -	\$ -	\$ -	\$ 154	\$ -	\$ -
				Non-Federal		\$ -	\$ -	\$ -	\$ -	\$ 12	\$ -	\$ -
	Federal Highway Administration Planning funds for metropolitan planning activities within the Pocatello Urbanized Area.											
13804	Pocatello UZA Metro Planning	CPG	Development	\$ 168		\$ 42	\$ 42	\$ 42	\$ 42			
	BTPO			Federal Funds		\$ 39	\$ 39	\$ 39	\$ 39	\$ -	\$ -	\$ -
				Non-Federal		\$ 3	\$ 3	\$ 3	\$ 3	\$ -	\$ -	\$ -
	Federal Transit Administration Planning funds for metropolitan planning activities within the Pocatello Urbanized Area.											
The project costs are in year of expense value in 1,000 of dollars												

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 2021 – 2026.

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 2021 through 2027, 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 \$1,200,267. 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. Still, 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 the fixed 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 5: FTA Section 5307 Annual Allocation

FTA Section 5307	2021	2022	2023	2024
Allocation	\$1,200,567	\$1,200,567	\$1,200,567	\$1,200,567
Programed	\$1,096,000	\$1,106,000	\$1,106,000	\$1,106,000
Available	\$104,567	\$94,567	\$94,567	\$94,567

Table 6: FTA Small Urban Apportionment

Urban Area	2020 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	2020 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.

The 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 2025 – Within ten years of validation of the Travel Demand Model.
- Horizon Year 2035 – 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 7, for each horizon year, vehicle emissions are less than allowed in the Motor Vehicle Emission Budget (Budget).

Table 7 Conformity Determination Summary

Horizon Year	Pollutant Name/Activity	Emissions (Tons per year)	Budget (Tons per year)
2025	Volatile Organic Compounds	349	651
	Oxides of Nitrogen (NOx)	515	856
	Primary OnRoad and RoadDust PM10 - Total	351	498
2035	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**

Following the Public Involvement Plan,¹ Public involvement for the FY 2021 – 2027 Transportation Improvement Program. The public comment period was from July 7, 2020, to August 7, 2020.



PUBLIC COMMENT INVITATION

DRAFT 2021 – 2027 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. It includes highway, bicycle, pedestrian, and public transportation projects.

To review the Transportation Improvement Program, please visit:

https://www.bannockplanning.org/wp-content/uploads/2020/07/BTPO-Transportation-Improvement-Program-FY2021_Draft.pdf

DRAFT Metropolitan Transportation Plan 2040 Air Quality Conformity Demonstration

The Conformity Demonstrations demonstrates that transportation activities planned in the Draft Transportation Improvement Program will not cause an additional exceedance of the National Ambient Air Quality Standards.

To review the Air Quality Conformity Demonstration, please visit:

<https://www.bannockplanning.org/wp-content/uploads/2020/07/Air-Quality-Conformity-Report-2021.pdf>

Comment period: July 7, 2020 – August 7, 2020

Comments can be emailed or mailed to:
Mori Byington, Planning Director
PO Box 6129
Pocatello, ID 83205-6129
(208) 233-9322

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

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 2021 Program of Projects, the list will be approved without further public notice.

BTPO received two comments on the TIP. Neither comment was directed at projects within the TIP. Still, both comments were related to the American with Disability Act improvements to Clark Street and Carter Street. Both comments did not request a written response,

Public Comments

To whom it may concern,

I just saw this article:

<https://localnews8.com/news/2020/07/13/btpo-6-year-plan-to-improve-pocatillos-ada-access/>

and I am so excited to propose a project.

I live in the neighborhood across from Brooklyns Playground. I have lived here for 5 years and over the years I have noticed the lack of any kind of pedestrian crossing from Northern Lights to the first entrance of the park (crossing Quinn). At this intersection there are also many district 25 school bus stops as well as charter school Public Transit bus stops. That being said the PRT has a stop there for non school related travels as well.

The speed limit on Quinn is 35 and people go well above the speed limit at all times of the day. Brooklyns Playground is well trafficked by many people from my neighborhood and members of the greater community. 5ks go past my house and end in the park. Park lunch is served in this park. People with many abilities, limited or otherwise access this park every day all day. Brooklyns playground is an ADA accessible playground. But there are no crosswalks of any kind to safely get to the park. When crossing Quinn a person may have to wait quite a while because of the high rate of speed and amount of cars passing by. If a car stops to let you cross it can get very nerve wracking because the person behind them may zip around them or worse. A few weeks ago a car stopped to let a family cross and a truck wasn't paying attention, stopped at the last second and couldn't miss the car so they swerved into the stone wall. I could hear the crash from down the street. I'd hate to imagine what would have happened had that truck crashed in to the back of the car that stopped.

I asked city council to put a crosswalk in at this intersection and was shutdown because of budget.

Others of my neighbors have used the city council app to request the same and got the same response.

I am deeply concerned that someone will have to be seriously injured or die at this crossing before a change is made.

How is it that an ADA accessible park can be put in without helping those who would use it get to the park safely?

I really hope that some of your budget can go towards making this park safer to access by all who use it, especially those who it was made for.

Thank you for your time,

Nattie Hymas

I am writing this email more as a request than a comment concerning the sidewalk improvement plan that is to happen over the next seven years. I am a home owner at 1811 S 2nd Ave Pocatello Idaho 83201. I have had concern regarding the lack of a sidewalk on the west side of south 2nd Ave heading south starting from my residence. I have also voiced concern about the lack of side walk on both sides of south 2nd after Bangle Creek apartments. I have gone in to the city office in the past requesting to do a submittal regarding the need of fishing the side walk however was turned away and was told you have a team that goes around and determines the needs of improving / completing sidewalks. In the past seven years I have personally witnessed sever wheelchair bound residences, children and family's having to exit the sidewalk via my driveway to cross the street to continue to walk on the sidewalk on there way to ross park. To then be forced into the road after Bangle Creek apartments with heavy traffic flow on there way to Ross Park. I truly did not know how much foot and vehicle travel there was on 2nd street until moving here seven years ago and that is why I am bringing up my continued concern about the need to finish the side. Thank you for your time and consideration in this matter.

Concerned Resident
Sharina La Chappelle.

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 significant 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 based on 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: 9-15-20

Idaho Transportation Department

Kenneth Kanownik AICP Digitally signed by Kenneth Kanownik AICP
Date: 2020.09.29 13:59:35 -06'00'

Kenneth Kanownik, Planning Services

Manager

Date: _____

Appendix C **Resolution**

Resolution 2020-3 Providing for the Adoption of FY 2021 -2007 Transportation Improvement Program

WHEREAS,

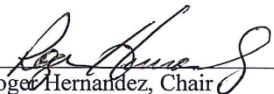
1. Bannock Transportation Planning Organization (BTPO) is the designated Metropolitan Planning Organization (MPO) for the Pocatello Urbanized area;
2. CFR §23 450.326 requires that each MPO prepare and Transportation Improvement Program which reflects the investment priorities in the 2040 Metropolitan 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

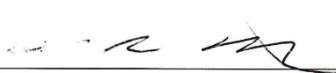
1. The Bannock Transportation Planning Organization's Policy Board adopts the FY 2021 – 2027 Transportation Improvement Program for the Pocatello/Chubbuck Urbanized Area.

Adopted on by the BTPO Policy Board meeting on September 14, 2020

Attest:



Roger Hernandez, Chair
BTPO Policy Board



Mori R Byington
Planning Director

Appendix D **Prior Year Projects**

The Transportation Improvement Program includes all planned projects for Federal Fiscal Year 2021 to 2027. There are many projects which were included in previous Transportation Improvement Programs that have not been finalized. There is a possibility of change cost or scope in these projects. To track these projects, Table D-1 provides a list of all prior year projects, which have not been finalized by FHWA.

Bannock Transportation Planning Organization
FY 2021 – 2027 Transportation Improvement Program

Figure D-1

Project Key Number	Name/Location	Year of Construction	Project Description	Sponsor	Project Status	Lifetime Cost
7508	STC-7271, CHEYENNE SOUTH VALLEY CONNECTOR, POCATELLO	2014	The project will construct a roadway between Bannock Highway and South 5th Ave	POCATELLO	Awarded (or equiv.)	\$ 17,438,682
8119	I 86, D5 BRIDGE REHABS	2014		STATE OF IDAHO (ITD)	Project Closed	\$ 2,235,393
9399	STC-7271, CHEYENNE OVERPASS (2), POCATELLO	2005	The project will construct a roadway between Bannock Highway and South 5th Ave	POCATELLO	Awarded (or equiv.)	\$ 1,463,525
9721	STC-7271, CHEYENNE CORRIDOR SAFETY IMPROVEMENTS	2006	The project will construct a roadway between Bannock Highway and South 5th Ave	POCATELLO	Awarded (or equiv.)	\$ 222,667
10735	STC-7271, CHEYENNE OVERPASS PH 1A, POCATELLO	2013	The project will construct a roadway between Bannock Highway and South 5th Ave	POCATELLO	Project Closed	\$ 3,324,453
11127	US 91, INT TYHEE RD, BANNOCK CO	2012	Realignment of Intersection	STATE OF IDAHO (ITD)	Project Closed	\$ 736,038
11657	I 15B, INT ALAMEDA RD & JEFFERSON, POCATELLO	2017	This project will improve the safety and mobility for vehicles, pedestrians and bicyclists at the intersection of Alameda Rd. and Jefferson street in Pocatello. This will be accomplished by providing additional capacity, implementing access management, and adding pedestrian and bicycle facilities to the intersection.	POCATELLO	Awarded (or equiv.)	\$ 2,229,655
12416	US 91, YELLOWSTONE AVE; ALAMEDA TO FLANDRO, Pocatello	2014	Pavement rehabilitation	STATE OF IDAHO (ITD)	Awarded (or equiv.)	\$ 4,797,146
12428	US 91, YELLOWSTONE AVE & PEARL ST, POCATELLO	2014	Pavement rehabilitation	STATE OF IDAHO (ITD)	Awarded (or equiv.)	\$ 674,537
12429	I 15B, INT 5TH AVE & CARTER SIGNAL, POCATELLO	2014	Signalize the intersection of S 5th Ave and E. Carter Street.	STATE OF IDAHO (ITD)	Awarded (or equiv.)	\$ 533,476
12444	OFFSYS, PORTNEUF RV LEWIS ST BRIDGE	2017	This project will replace the existing 1948 Portneuf River Lewis St. bridge over the Portneuf River in Pocatello.			
13098	I 15B, YELLOWSTONE AVE; CEDAR TO ALAMEDA, Pocatello	2014	Pavement rehabilitation	STATE OF IDAHO (ITD)	Awarded (or equiv.)	\$ 1,691,535
13099	US 91, FLANDRO TO POLELINE, POCATELLO/CHUBBUCK	2016	Pavement rehabilitation	STATE OF IDAHO (ITD)	Awarded (or equiv.)	\$ 4,167,100
13119	STP-7151, BENTON ST BR, POCATELLO	2017	This project will rehabilitate Benton St. bridge in Pocatello.			
14012	STATE, FY18 D5 GUARDRAIL; POCATELLO TO INKOM	2016		STATE OF IDAHO (ITD)	Project Closed	\$ 1,250,186
14018	STP-7151, INT BENTON ST & 2ND AVE, POCATELLO	2015	The project will improve safety at the intersection by eliminating 2nd Ave through movement.	POCATELLO	Project Closed	\$ 350,933
18983	LOCAL, FY19 BTPO METRO PLANNING	2019	Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration and Federal Transit Administration which are included in the Unified Planning and Work Program. The projects provide transportation planning services to region.	BTPO	Project Closed	\$ 215,336
19527	LOCAL, FY20 BTPO METRO PLANNING	2020	Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration and Federal Transit Administration which are included in the Unified Planning and Work Program. The projects provide transportation planning services to region.	BTPO	Awarded (or equiv.)	\$ 238,503
19867	STATE, FY20 N BANNOCK CO PAVEMENT PRESERVATION	2020	Pavement rehabilitation	STATE OF IDAHO (ITD)	Awarded (or equiv.)	\$ 6,829,906
19939	US 30, GARRETT WAY; BATISTE TO MAIN ST, POCATELLO	2019	Pavement rehabilitation	STATE OF IDAHO (ITD)	Project Closed	\$ 1,313,628
19945	OFFSYS, PORTNEUF GREENWAY TO MONTE VISTA, POCATELLO	2018	This project will design and construct 4600 feet of 10 foot wide Class I multi-use trail to provide a non-motorized transportation and recreation corridor from the Monte Vista neighborhood to the Idaho Farm Bureau Trail system to major employers in the Center Street neighborhood. Additionally, this project will make significant progress towards the long term objective of providing a continuous non-motorized corridor from the north end of Pocatello to the Idaho State University Campus in the south.	POCATELLO	Project Closed	\$ 436,634
20028	OFFSYS, BANNOCK CO EVENT CENTER PED PATH	2019	The purpose of the Bannock County Event Center Pedestrian Path is to connect Bench Road, Fairground Drive and Chubbuck Road bike/pedestrian routes together and access two destinations: Bannock County Portneuf Wellness Complex and Bannock County Event Center.	BANNOCK COUNTY	Awarded (or equiv.)	\$ 555,359
20064	I 15, WYE OPASS TO FORT HALL BOUNDARY	2019	This project will improve pavement conditions on I-15 between milepoints 72 and 76 by performing an asphalt replacement. This should address rutting and cracking, thereby creating a stable and smooth driving base.	STATE OF IDAHO (ITD)	Awarded (or equiv.)	\$ 7,394,415
20299	US 30, INT PHILBIN RD, POCATELLO	2017	Improve intersection signalization at intersection of US 30 and Philbin Rd.	STATE OF IDAHO (ITD)	Awarded (or equiv.)	\$ 540,367
20314	I 15, NORTHGATE IC, CHUBBUCK	2019		MISCELLANEOUS	Awarded (or equiv.)	\$ 17,701,851
20651	US 91, FY19 CHUBBUCK 12 ADA RAMPS	2019	Construct twelve Americans With Disabilities Act ramps along US-91 in Chubbuck.	CHUBBUCK	Awarded (or equiv.)	\$ 40,800