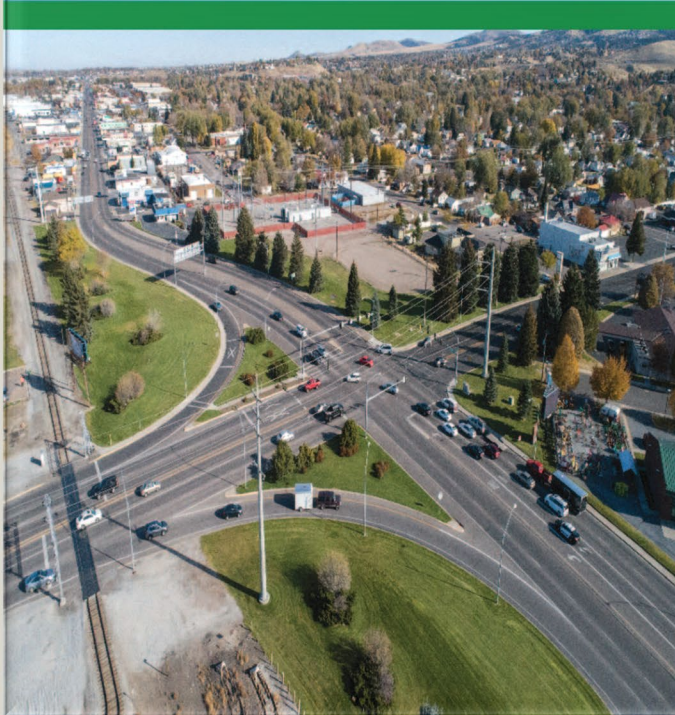


Transportation Improvement Program

**For the Bannock Transportation Planning
Organization**



Transportation Improvement Program

FY 2022 -2028

Prepared By

Bannock Transportation Planning Organization
PO Box 6129
210 East Center Street
Pocatello, Idaho 83201
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Approved
September 13, 2021



Notifying the Public of Rights under Title VI

Bannock Transportation Planning Organization

- Bannock Transportation Planning Organization operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with the Bannock Transportation Planning Organization.
- For more information on Bannock Transportation Planning Organization's civil rights program and procedures to file a complaint, contact 208 233-9322; email: mori@bannockplanning.org; or visit our administrative office 214 E. Center Street Suite 70, Pocatello, Idaho 83201. For more information, visit www.bannockplanning.org.
- A complainant may file a complaint directly with the Idaho Transportation Department Office of Civil Rights, Office of Civil Rights Program Manager, PO Box 7149 Boise, ID 83707-1129 Phone 208-334-8884
<https://apps.itd.idaho.gov/apps/ocr/complaint.aspx>

**Resolution 2021-1 Providing for the Adoption of FY 2022 - 2028
Transportation Improvement Program**

WHEREAS,

- Bannock Transportation Planning Organization (BTPO) is the designated Metropolitan Planning Organization (MPO) for the Pocatello Urbanized area;
- CFR §23 450.326 requires that each MPO prepare and Transportation Improvement Program which reflects the investment priorities in the 2040 Metropolitan Transportation Plan;
- BTPO developed the Transportation Improvement Program following the Public Involvement Plan, and the public and stakeholders were involved in developing the program.
- The Transportation Improvement Program was developed in cooperation with the Idaho Transportation Department

NOW, THEREFORE, BE IT RESOLVED

- The Bannock Transportation Planning Organization's Policy Board adopts the Fiscal Year 2022 – 2028 Transportation Improvement Program for the Pocatello/Chubbuck Urbanized Area.

Adopted by the BTPO Policy Board meeting on September 13, 2021

Roger Hernandez, Chair
BTPO Policy Board

Mori Byington, Planning Director

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PURPOSE OF THE DOCUMENT

The Transportation Improvement Program (TIP) is a document used to schedule federal transportation funds within the metropolitan region in coordination with significant state and local funds for the federal fiscal years 2022 through 2028. The Federal portion of the TIP is the first four years (2022 – 2025). The Bannock Transportation Planning Organization (BTPO) adds three additional years for planning and project development purposes. It also demonstrates how these projects comply with federal planning regulations. The TIP product of the BTPO complies with federal requirements described in the Fixing America's Surface Transportation (FAST) Act. The TIP is consistent with the 2040 Metropolitan Transportation Plan approved on October 7, 2019.

The TIP document reflects the BTPO's regional priorities for federal transportation funding. The Idaho Transportation Investment Program (ITIP), which is maintained Idaho Transportation Department, includes all transportation projects receiving Federal and State funding. The BTPO TIP is developed collaboratively with member agencies, Pocatello Regional Transit, and ITD. Once approved by the BTPO Policy Board (anticipated September 2021), the TIP is submitted to ITD for inclusion in the ITIP. The ITIP is available online at <http://www.itd.idaho.gov/itip/default.htm>.

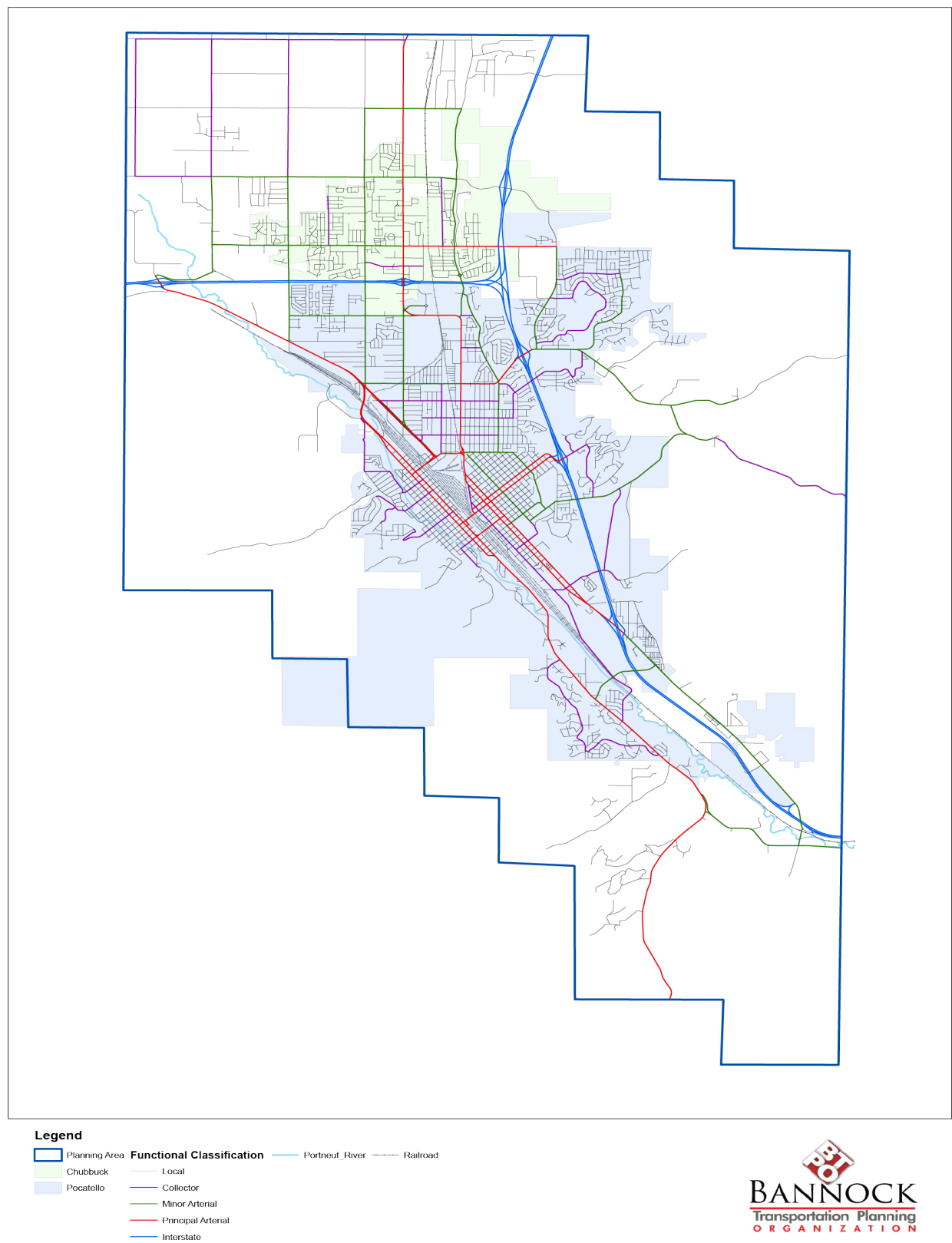
About the Bannock Transportation Planning Organization

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 (BTPO) 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.



FY 2022 -2028 Transportation Improvement Program

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. The planning process must consider 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 the 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.



TIP Development

The Transportation Improvement Program lists 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. The fiscal years 2026 and 2027 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, 2028/Preliminary Development (PD), is for projects starting the project development process. Projects in this category can remain in PD for several years, depending on the project's complexity. 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 consistent with the MTP. Projects have different funding categories but are all funded through the Department of Transportation.

Coordination with other Plans and Programs

The TIP is the MTP implementation document and provides a funding mechanism to complete 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 consistent programs. 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 that address the State's safety issues. ITD updated the SHSP in 2016. Find additional information on the Idaho Strategic Highway Safety Plan online at http://apps.itd.idaho.gov/apps/ohs/Plan/FFY16-FFY20_SHSP.pdf.
- **Regional Intelligent Transportation Systems (ITS) Architecture:** In 1994, the United States Department of Transportation established guidelines to create a National ITS Architecture. The ITS Architecture defines national standards for intelligent transportation system infrastructure and provides a framework for regions to work cooperatively to develop ITS technologies. BTPO works with ITD, regional, and local agencies to develop a regional Intelligent Transportation Systems (ITS) Architecture development plan that establishes the focus areas and identifies projects needed to implement the plan.
- An intelligent transportation system is a hardware or software technology that improves the quality of transportation or achieves other outcomes based on applications that monitor, manage, or enhance transportation systems. Intelligent Transportation System relies heavily on data collection and analysis. Once the system is built to collect data and analyze it, the results are then used to control, manage and plan transportation.



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- **Coordinated Human Services Transportation Plan (CHSTP):** The CHSTP documents the local coordination process for funding and delivering public transportation services designed for the elderly, persons with disabilities, and low-income individuals. Adopted in 2018, the CHSTP sets the regional priorities and process for selecting projects that improve public transportation access.
- **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 developing the POP for PRT. The POP submitted by ITD includes all transit projects listed in this TIP.



PUBLIC INVOLVEMENT AND AMENDMENT PROCESS

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 public involvement using various 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.

Changes to the TIP occur throughout the calendar year. The section describes the procedure that the BTPO staff uses to determine whether a change is an administrative modification or an amendment. Criteria may include limits or thresholds that help dictate the handling of the change. The procedures used to ensure that the STIP are described.

A key feature in documenting the process is to have clear criteria guiding whether to process a TIP change as an administrative modification or an amendment. Coupled with this is an understanding that BTPO's criteria for determining the processing of a TIP change are independent of but consistent with the criteria used by the ITD for treating changes to the STIP. The process followed by the Idaho Transportation Department – whether an amendment or administrative modification – may differ from the process chosen by the BTPO through applying this amendment or administration modification policy.

BTPO processes modifications to projects obligated in previous years but not included in the current TIP as existing projects with one exception. BTPO considered modifications to projects from a previous TIP under \$250,000 approved once the notification of the modification from ITD is received.

Modifications that require no action are correction of errors in the TIP included but not limited to:

- Improvement type
- Functional classification
- Typographical errors
- Transposed numbers

TIP PUBLIC INVOLVEMENT

Draft TIP reviewed by Policy Board

June 14, 2021

Public Comment Period

June 30 – July 30, 2021

Public Comment Posted Online

June 30, 2021

Social Media Post

June 30, July 15, July 26, 2021

Public Notice in Idaho State Journal

June 30, July 14, 2021

Policy Board Approval of TIP

September 13, 2021

Submit TIP to ITD

September 27, 2021



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- Modification of project identification number
- Funding type

Criteria for TIP Administrative Modifications

- Any project changes other than those described in the criteria for TIP Amendments
- Adding projects approved in the annual TIP update process to the current TIP
- Adding Idaho Transportation Department State-funded projects that do not meet the requirements for a TIP Amendment.

Criteria for TIP Amendments

- Adding a new project into the 4-year TIP;
- Removing a project within the first four years of the approved TIP;
- Adding or removing not exempt air quality projects (per Title 40 §93.126 and §93.127); and
- Make a major change to one or more projects using the below guidelines for 'Major Changes.'
 - Either the percentage change to an individual project's total project cost exceeds 30%, or the project's total project cost changes by at least \$2,000,000
 - Cost changes to projects within the FTA Section 5307, 5310, 5339 programs result in a percentage change to that program total of at least 30%, or a dollar-cost change to the group total of at least \$2,000,000
 - Change in funding across modes (funding source changes from the highway to transit or vice versa)
 - A major change in project scope
 - number of through traffic lanes change
 - termini change greater than ¼ mile, or scope change that is inconsistent with the National Environmental Policy Act (NEPA)
 - Changes which alter the NEPA determination or that would be functionally different from current expectations
 - Change in public transportation project use of funds change in the use of funds, such as changing from a capital project to an operations project
 - Changes to a project that affect air quality conformity demonstration

For BTPO to process changes to the TIP, the project sponsor must initiate changes to the project.

The process for administrative modification and amendments are as follows:



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- The Originator (ITD District Engineers, or representatives from counties, cities, or the transit provider) initiates a Change Request.
- The change is evaluated based on the Administrative Modification or Amendment criteria,

Administrative Modifications Process

The procedure for administrative modifications for Surface Transportation Block Grant Program – Small Urban Projects is as follows:

- The Planning Director evaluates the administrative modification for fiscal constraints and modifies the current TIP if funding is available. The Planning Director submits the modification to ITD OTI
- The Planning Director presents the updated TIP at the next scheduled Policy Board meeting.

The procedure for administrative modifications for Surface Transportation Block Grant Program Small Urban projects add the following requirements:

- If funding increases are required, the Planning Director prepares a request to the Local Urban Committee.
- Planning Director informs the requesting agency if the request was not approved or not.
- The Planning Director submits to ITD OTI the updated TIP with modification highlighted.
- The Planning Director presents the updated TIP at the next scheduled Policy Board meeting.

Amendment Modification Process

The procedure for amendments are as follows:

- The Originator (ITD District Engineers, or representatives from counties, cities, or the transit provider) initiates a modification request.
- BTPO prepares an Amendment request, conducts required public involvement following the Public Involvement Plan, air quality conformity if required, and presents the item to Technical Advisory Committee and Policy Board for approval.
- BTPO submits the approved modification to ITD

BTPO informs ITD's Office of Transportation Investments (OTI) and Planning Services Group of any successful TIP change. OTI evaluates the Project Change Request, and based on ITD's Amendment vs. Administrative Modification criteria, OTI decides whether to process the change as an Administrative Modification or Amendment.



PROGRAM DEVELOPMENT

The FY 2022-2028 TIP is a seven-year list of planned transportation projects 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.

TIP Development Process

Project identification and selection occurs at either the metropolitan or State levels 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 Highways;
- Federal Transit Administration Programs; and
- Statewide Competitive Programs

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 urban areas with a population from 5,000 – 200,000 to the Urban Committee. This committee makes recommendations to the Idaho Transportation Board on the Urban Program. The committee is comprised of five MPOs, and the LHTAC works cooperatively to develop a five-year program. Each member, including BTPO, developed their project prioritization and selection process independently.

BTPO issued a call for projects in November 2020 for the Transit programs. Local communities submitted one project in response to the call for projects. The Policy Board has recommended Center Street ADA project be included in the draft FY 2022 -2028 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.

State Highway Projects

For projects on the State Highway, BTPO and the Idaho Transportation Department cooperatively identify and select projects within the metropolitan area. Most project types, such as pavement preservation, bridge, and safety, are based on performance criteria. BTPO staff reviews all ITD projects recommended from these performance-based programs for compatibility with the MTP.

Federal Transit Administration Programs

FTA awards Section 5307 funds directly to transit providers. Annually, BTPO and PRT work cooperatively to develop plans to determine the best use of these funds. FTA Section 5339



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and 5310 are cooperatively developed with PRT to meet specific MTP, Long-Range Transit Plan, or Coordinated Transportation Human Service Plan priorities.

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/>.

State Highways' bridge and safety projects 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.

PROPOSED PROJECTS

The projects identified in the TIP are selected applications or identified by the bridge and pavement management system. The two 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 2022 -2018 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
23367	E. Center Street ADA Improvements.	E. Center Street ADA Improvements. The project will install sidewalks and ramps on E. Center St from S. 13th Ave to S. 18th Ave	Network Accessibility	2023	\$230,000
23171	Yellowstone: Siphon Road to Reservation	This project will address the safety and capacity of a corridor by widening Yellowstone to five lanes.	Capacity/Safety	2028	\$2,500,000
23298	Flandro Drive Safety Improvements	This project will improve safety and at the intersection of Flandro and Quinn by installing a center median.	Capacity/Safety	2023	\$204,000
23364	FY 23 Chubbuck 7 ADA Curb Ramps	The project will replace 7 ADA curb ramps within the City of Chubbuck	Network Accessibility	2023	\$60,000
23365	FY 23 Pocatello 4 ADA Curb Ramps	The project will replace 4 ADA curb ramps within the City of Pocatello	Network Accessibility	2023	\$60,000

PROJECT LIST

The following section provides a list of projects recommended for the FY 2022- 2028 TIP. The list includes the proposed project and those who were listed in previous TIPs. Highway, pedestrian, and bicycle projects are listed in Table 2. Table 3 identifies all public transportation projects. The planning projects are identified in Table 4.



FY 2022 -2028 Transportation Improvement Program

Table 2 Highway Project 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		
						2022	2023	2024	2025	2026	2027	2028/PD
15006	OA Transfer for KN 20314 Northgate IC	STBG -LU	Construction	\$ 1,020	\$ -	\$ 1,020	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	US 91		Development	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Idaho Transportation Department		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	N/A		Federal Funds	\$ 945	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
	Exempt		Non-Federal	\$ 75	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
	OA transfer from Urban Committee to D5 for the Northgate IC											
15006	OA Transfer for KN 20314 Northgate IC	STBG -LU	Construction	\$ (1,000)	\$ -	\$ (1,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	US 91		Development	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Idaho Transportation Department		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	N/A		Federal Funds	\$ (927)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Exempt		Non-Federal	\$ (73)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	OA transfer from Urban Committee to D5 for the Northgate IC											
22411	S. 5th Avenue Safety Improvements	HSIP	Construction	\$ 196	\$ -	\$ 196	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	SMA-7231 0.0-0.70		Development	\$ 8	\$ 8	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	City of Pocatello		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Safety		Federal Funds	\$ 182	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Exempt		Non-Federal	\$ 14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Install a raised median on 5th Ave from I-15 to Jason Ave, crosswalk on 5th Ave, a rectangular rapid flashing beacon (RRFB) to aid the crosswalk, a sidewalk system on the east side of 5th Ave, Upgrade and improve signing and ADA compliant wheelchair ramps at the four corners of 5th Ave/Jason Ave.											
22915	FY 22 SICOG SRTS Coordination	TAP	Construction	\$ 64	\$ -	\$ 64	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Local		Development	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	South East Idaho Council of Governments		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Infrastructure Condition		Federal Funds	\$ 59	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Exempt		Non-Federal	\$ 5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	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	Safety and Capacity	Construction	\$ 550	\$ -	\$ 550	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	I-15B 4.206 - 4.459		Development	\$ 273	\$ 273	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Idaho Transportation Department		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Infrastructure Condition / Safety		Federal Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Exempt		Non-Federal	\$ 550	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	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.											



FY 2022 -2028 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		
						2022	2023	2024	2025	2026	2027	2028/PD
22544	I-86 Railroad Bridge	Safety/Traffic Operations	Construction	\$ 11,824	\$ -	\$ 11,824	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Development		\$ 250	\$ 250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Right-of-Way		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Infrastructure Condition		Federal Funds		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Exempt		Non-Federal	\$ 11,824	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Replace bridge on I-86 over the Union Pacific Railroad tracks.											
23298	Flandro Dr Safety Improvement	Safety and Capacity	Construction	\$ 204	\$ -	\$ -	\$ 204	\$ -	\$ -	\$ -	\$ -	\$ -
	SM-77071 0.626 - 1.1615		Development	\$ 46	\$ -	\$ 46	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Pocatello		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Intersection Improvement		Federal Funds	\$ 43	\$ 189	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Exempt		Non-Federal	\$ 3	\$ 15	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	This project will improve safety and at the intersection of Flandro and Quinn by installing a center median.											
23364	FY 23, Chubbuck 7 ADA Curb Ramps	Bridge Restoration	Construction	\$ 60	\$ -	\$ -	\$ 60	\$ -	\$ -	\$ -	\$ -	\$ -
	Local		Development	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Chubbuck		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Infrastructure Condition		Federal Funds	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Exempt		Non-Federal	\$ -	\$ 60	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	The project will replace 7 ADA curb ramps within the City of Chubbuck											
23365	FY 23, Pocatello 4 ADA Curb Ramps	Bridge Restoration	Construction	\$ 60	\$ -	\$ -	\$ 60	\$ -	\$ -	\$ -	\$ -	\$ -
	Local		Development	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Pocatello		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Infrastructure Condition		Federal Funds	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Exempt		Non-Federal	\$ -	\$ 60	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	The project will replace 4 ADA curb ramps within the City of Pocatello											
22916	FY 23 SICO G SRTS Coordination	TAP	Construction	\$ 64	\$ -	\$ -	\$ 64	\$ -	\$ -	\$ -	\$ -	\$ -
	Local		Development	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	South East Idaho Council of Governments		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Infrastructure Condition		Federal Funds	\$ -	\$ 59	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Exempt		Non-Federal	\$ -	\$ 5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	This project provides for Safe Routes to School program personnel, education materials, encouragement incentives, special events, and indirect costs.											



FY 2022 -2028 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		
						2022	2023	2024	2025	2026	2027	2028/PD
20589	I-86/I-15 Interchange Complex	Bridge Restoration	Construction	\$ 114,042	\$ -	\$ -	\$ 44,427	\$ 37,142	\$ 32,473	\$ -	\$ -	\$ -
	I-86/I-15 0.0 - 0.0		Development	\$ 2,061	\$ 2,061	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Idaho Transportation Department		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Infrastructure Condition			Federal Funds		\$ -	\$ 41,166	\$ 34,416	\$ 30,089	\$ -	\$ -	\$ -
	Exempt			Non-Federal		\$ -	\$ 3,261	\$ 2,726	\$ 2,384	\$ -	\$ -	\$ -
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.												
22973	FY 22 Pocatello 11 ADA Ramps	ADA	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.												
22883	Pedestrian Crossing Safety Improvements	HSIP	Construction	\$ 618	\$ -	\$ -	\$ 618	\$ -	\$ -	\$ -	\$ -	\$ -
	varies		Development	\$ 94	\$ -	\$ 94	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	City of Pocatello		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Safety			Federal Funds		\$ 87	\$ 573	\$ -	\$ -	\$ -	\$ -	\$ -
	Exempt			Non-Federal		\$ 7	\$ 45	\$ -	\$ -	\$ -	\$ -	\$ -
Install curb extensions and install two Rectangular Rapid Flash Beacons at the intersection on N Main Street and N Arthur Ave near Pocatello High School												
12099	Intersection of Hawthorne and Quinn	STBG -U	Construction	\$ 3,707	\$ -	\$ -	\$ -	\$ 3,707	\$ -	\$ -	\$ -	\$ -
	SMA 7031 1.063 - 1067		Development	\$ 585	\$ 585	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	City of Pocatello		Right-of-Way	\$ 450	\$ 450	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	N/A			Federal Funds		\$ -	\$ -	\$ 3,435	\$ -	\$ -	\$ -	\$ -
	Exempt			Non-Federal		\$ -	\$ -	\$ 272	\$ -	\$ -	\$ -	\$ -
The intersection of Hawthorne and Quinn improves the intersection operations by the installation of a traffic signal. The project reduces congestion in the peak periods.												
21860	Park Lawn to Siphon Rd,	Safety and Capacity	Construction	\$ 2,998	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,998	\$ -	\$ -
	US 91 81.138 - 81.552		Development	\$ 400	\$ 400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Idaho Transportation Department		Right-of-Way	\$ 2,000	\$ 2,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	N/A			Federal Funds		\$ -	\$ -	\$ -	\$ -	\$ 2,778	\$ -	\$ -
	Required			Non-Federal		\$ -	\$ -	\$ -	\$ -	\$ 220	\$ -	\$ -
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.												



FY 2022 -2028 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		
						2022	2023	2024	2025	2026	2027	2028/PD
20589	Pocatello to Idaho Falls Corridor Study	Safety and Capacity	Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -
	I-15		Development	\$ 5,000	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Idaho Transportation Department		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	N/A			Federal Funds		\$ 4,633	\$ -	\$ -	\$ -		\$ -	\$ -
	Exempt			Non-Federal		\$ 367	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	This project will conduct a corridor study of I-15 from Pocatello to Idaho Falls.											
21911	FY 25 Yellowstone Avenue; Breneman to Knudsen	HSIP- Safety	Construction	\$ 128	\$ -	\$ -	\$ -	\$ -	\$ 128	\$ -	\$ -	\$ -
	US 91 79.8 - 80.2		Development	\$ 95	\$ 95	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Idaho Transportation Department		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Safety			Federal Funds		\$ -	\$ -	\$ -	\$ 119	\$ -	\$ -	\$ -
	Exempt			Non-Federal		\$ -	\$ -	\$ -	\$ 9	\$ -	\$ -	\$ -
	The project will add a median to the existing center turn-lane											
12098	Center Street Underpass	STBG -LU	Construction	\$ 4,960	\$ -	\$ -	\$ -	\$ -	\$ 4,960	\$ -	\$ -	\$ -
	STP-7341 299.119 - 299.208		Development	\$ 1,047	\$ 1,047	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	City of Pocatello		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Infrastructure Condition			Federal Funds		\$ -	\$ -	\$ -	\$ 4,596	\$ -	\$ -	\$ -
	Exempt			Non-Federal		\$ -	\$ -	\$ -	\$ 364	\$ -	\$ -	\$ -
	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.											
23024	Pole Line Road -W Alameda Road to W Quinn Road	STBG-LU	Construction	\$ 3,927	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,927
	0		Development	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	City of Pocatello		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Safety			Federal Funds		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,639
	Exempt			Non-Federal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 288
	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											



FY 2022 -2028 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		
						2022	2023	2024	2025	2026	2027	2028/PD
22687	Gould Street - Yellowstone Ave to Garrett Way	Safety and Capacity	Construction	\$ 8,744	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,744	\$ -
	0		Development	\$ 220	\$ -	\$ 220	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Idaho Transportation Department		Right-of-Way	\$ 1,505	\$ -	\$ 1,505	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Safety			Federal Funds		\$ 1,598	\$ -	\$ -	\$ -	\$ -	\$ 8,102	\$ -
	Required			Non-Federal		\$ 127	\$ -	\$ -	\$ -	\$ -	\$ 642	\$ -
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.												
23171	Yellowstone Avenue - Siphon Road to Reservation Road	Safety and Capacity	Construction	\$ 2,815	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,815
	0		Development	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Idaho Transportation Department		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Safety and Capacity			Federal Funds		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,609
	Required			Non-Federal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 207
This project will address the safety and capacity of a corridor by widening Yellowstone from Siphon Road to Tyhee Road to five lanes.												
Project costs are in future dollar value in 1,000 of dollars. The planning year 2028 includes projects the Idaho Transportation Department plans to construct in 2028 and local project which are undergoing the initial design phase and no construction year is implied.			Total			\$ 19,540	\$ 45,458	\$ 40,874	\$ 37,586	\$ 8,023	\$ 8,769	\$ 6,767
			Federal			\$ 6,586	\$ 42,012	\$ 37,876	\$ 34,829	\$ 2,803	\$ 8,127	\$ 6,272
			Non-Federal			\$ 12,954	\$ 3,446	\$ 2,998	\$ 2,757	\$ 5,220	\$ 642	\$ 495



FY 2022 -2028 Transportation Improvement Program

Table 3 Transit Project List

Key #	Public Scope Statement	Funding Source	Sponsor	Total	2022	2023	2024	2025	2026	2027	2028
				Federal							
				Local							
13800	Operations provide funds for the day-to-day operations of the PRT fixed route system.	5307 Sub	PRT	Total	1,000	1,000	1,000	1,000		-	
				Federal Funds	500	500	500	500			
				Local Funds	500	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 transit vehicles' lives.	5307 Sub	PRT	Total	323	323	323	323			
				Federal Funds	258	258	258	258			
				Local Funds	65	65	65	65			
19755	TThe Capital Vehicle Replacement project will purchase new or buses to replace those 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 provides planning services to provide in coordinating transit services between transit providers 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 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				
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	5310 Sub	ISU	Total	131						
				Federal Funds	105						
				Local Funds	26						
23367	E. Center Street ADA Improvements. The project will install a sidewalks and ramps on E. Center St from S. 13th Ave to S. 18th Ave	5310 Sub	Pocatello	Total		220					
				Federal Funds		176					
				Local Funds		44					
Sponsor Codes: BPO = Bannock Transportation Planning Organization; Chubbuck = City of Chubbuck; Pocatello = City of Pocatello PRT = Pocatello Regional Transit; ITD = Idaho Transportation Department.											
The project costs are in the year of construction value in 1,000 of dollars											



FY 2022 -2028 Transportation Improvement Program

Table 4 Planning Project List

Project Key Number	Project Name Sponsoring Agency	Proposed Funding Category	Phase	Estimated Total Project Cost	Prior Programs	Transportation Improvement Program				Planning Years		
						2022	2023	2024	2025	2026	2027	2028/PD
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.											
22999	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.											
	FY 2026 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.											
Project costs are in future dollar value in 1,000 of dollars. The planning year 2028 includes projects the Idaho Transportation Department plans to construct in 2028 and local project which are undergoing the initial design phase and no construction year is implied.						Total	\$ 208	\$ 208	\$ 208	\$ 208	\$ 166	\$ -
						Federal	\$ 193	\$ 193	\$ 193	\$ 193	\$ 154	\$ -
						Non-Federal	\$ 15	\$ 15	\$ 15	\$ 15	\$ 12	\$ -



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.

Safety

The five-year 2016-2020 annual average data for the BTPO planning area shows that the average number of fatalities and the fatality rate per 100 million VMT are consistent over time. The serious injuries and injury rate slightly decreased over the previous five-year period.

Table 5 Safety Performance Measures and Targets

National Safety Performance Measures	ITD Statewide Target 2021	BTPO Planning Area		
		2014-2018	2015-2019	2016 - 2020
5-Year Average Number of Fatalities	247	3.6	3.2	3.3
5-Year Fatality Rate per 100 million VMT	1.4	0.8	0.7	0.6
5-Year Average Number of Serious Injuries	1,285	24.3	24.4	21.2
5-Year Serious Injury Rate per 100 million VMT	7.2	5.8	4.8	4.2
5-Year Average Number of Non-motorized Fatalities and Serious Injuries	120	6.6	6	0

Table 6 list the seven projects that have a safety focus. Three of the projects improve the pedestrian facilities, including several Rapid Flash Beacons to improve the safety of road crossings. Two road construction projects (Pole Line Road and Gould Street) add turning lanes to improve the flow and safety of the roadway. The final project improves the intersection of Flandro Drive and E Quinn Road by removing left turns from E Quinn Road.

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Table 6 Projects that support the Safety Performance Targets

Key Number	Program Year	Project Name	Safety Improvement	Total Cost
22411	2022	S. 5th Avenue Safety Improvement	Sidewalks and crosswalks	\$ 196,000
22915	2022	FY 22 SICO SRTS Coordination	Safe Route to School Planning	\$ 64,000
22043	2022	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	\$ 131,000
22883	2023	Pedestrian Crossing Safety Improvements	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.	\$ 618,000
22916	2023	FY 23 SICO SRTS Coordination	Safe Route to School Planning	\$ 64,000
New	2022	E. Center Street ADA Improvements.	E. Center Street ADA Improvements. The project will install sidewalks and ramps on E. Center St from S. 13th Ave to S. 18th Ave	\$ 220,000
21911	2025	Yellowstone Ave; Breneman to Knudsen	Safety improvement to add median to the center turn lane	\$ 128,000
23024	2025	Pole Line Road - W Alameda Road to W Quinn Road	Add a two-way center turn lane and sidewalk to Pole Line Road from W Alameda Road to W Quinn Road	\$ 3,851,000
22678	2028	Gould Street - Yellowstone Ave to Garrett Way	This project will address the mobility and safety of a corridor within Pocatello. The project includes turn bays, adjustments to the signals, and an overall redesign of the corridor.	\$ 8,744,000
ORN 23298	2023	Flandro Dr Safety Improvement	This project will improve safety and at the intersection of Flandro and Quinn by installing a center median.	\$200,000

Pavement Condition

Pavement condition is rated based on three factors: IRI (International Roughness Index), Cracking (%), and Rutting or Faulting. Pavement condition receives a 'Good' rating if it receives a 'Good' rating for all three conditions. A 'Poor' rating is received when pavement receives a 'Poor' rating in two or more factors. 'Fair' ratings encompass the remaining combinations.



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2020 Pavement conditions in the BTPO planning area for Interstate and Non-Interstate NHS paved surfaced in 'Poor' meet both ITD's performance targets.

Table 7 Pavement Condition Performance Measures and Targets

Performance Measures	State Target	Statewide 2020	BTPO Planning Area			
			2018	2019	2020	State Target
Interstate NHS in Good Condition	>= 50%	59.7%	63%	50%	34.8%	>= 50%
Interstate NHS in Poor Condition	<= 4%	0.4%	0%	0%	0%	<= 4%
Non-Interstate NHS in Good Condition	>= 50%	46.3%	91%	36%	42.4%	>= 50%
Non-Interstate NHS in Poor Condition	<= 4%	0.8%	0%	0%	1.5%	<= 4%

There are no projects in the TIP that specifically address pavement conditions. Several projects that include widening and replacing bridges will improve the pavement condition, but the projects are not pavement preservation or restoration projects.

Bridge Condition

ITD inspects the bridges annually and reports the information to the National Bridge Inventory. ITD inspects the bridge deck, superstructure, and substructure. The rating for each item is from 1 to 8. The lowest rating in all three categories determines the overall bridge condition. For example, a bridge's deck is good (7 or 8), the superstructure is fair (5 or 6), and the substructure is poor (1 to 4). In this example, the bridge's overall rating is poor. A bridge that is rated good requires that the bridge deck, superstructure, and substructure all have a rate of good (7) or very good (8).

BTPO planning area NHS bridges reported as good is above the ITD's target of 19%. The percent of bridges in BTPO are rated as in poor condition is also above ITD's target of 3%. The jump from 2019 to 2020 is one bridge moving from fair to poor condition.

Table 8 NHS Bridges Condition and Performance Target

Performance Measures	ITD Statewide Target	Statewide	BTPO Planning Area		
		2020	2018	2019	2020
NHS Bridges Percent in Good condition	19.00 %	18.58%	25.08%	25.08%	25.08%
NHS Bridges Percent in Poor condition	3.00%	2.85%	7.73%	8.93%	17.44%

Table 9 identifies the eight bridges that will be replaced or rehabilitated.



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Table 9 Projects that support the Bridge Performance Targets

Key Number	Program Year	Project Name	Condition 2020	Total Cost
22544	2022	I-86 Railroad Bridge	Fair	\$7,967,000
26589	2025	I-86/I-15 Interchange Complex		\$99,390,000
	2025	I-15 NB to I-86 WB Ramp	Good	
	2025	I-86 WB Ramp	Poor	
	2025	I-86 EB Ramp	Poor	
	2025	I-15 SB Chubbuck Road	Fair	
	2025	I-15 NB Chubbuck Road	Fair	

Travel Time Reliability

Federal highways define travel Time Reliability as "the consistency or dependability of travel times from day to day or across different times of the day." The Level of Travel Time Reliability (LOTTR) compares the 80th percentile travel time to the 50th percentile travel time. LOTTR is calculated for each roadway segment for the morning peak, evening peak, midday, and overnight. If any period has a ratio over 1.5, the segment is considered Not Reliable. Reliable and Not Reliable segments are then calculated by the total annual volumes, segment length, and occupancy rate to get the Percent of Person-miles Traveled.

Table 10 Level of Travel Time Reliability

Performance Measures	ITD Statewide Target	BTPO Planning Area		
		2018/2019	2019/2020	2020/2021
Percent of person-miles traveled that are reliable - Interstate	>90%	100%	100%	100%
Percent of person-miles traveled that are reliable - Non-Interstate NHS	>70%	77.0%	80.2%	85.9%

The Truck Travel Time Reliability (TTTR) Index is the measure used to gauge freight reliability. TTTR represents the 95th percentile of truck travel time compared to the 50th percentile of travel time for each of the four daily time periods. An average is calculated of all the segments' worst TTTR ratios, resulting in the TTTR Index. This measure is vital for the freight industry to predict reliability and ensure deliveries are made on time. BTPO's TTTR index is within the ITD's target.

Table 11 Truck Time Reliability

Performance Measures	ITD Statewide Target	BTPO Planning Area		
		2018/2019	2019/2020	2020/2021
Interstate Truck Time Reliability Index	<=1.3	1.2	1.25	1.19



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The programmed projects listed in the previous section will also assist in improving freight reliability in the region. There are no projects that specifically address travel time reliability.

Transit Asset Management

Any agency that owns, operates, or manages capital assets to provide public transportation, must develop a Transit Asset Management (TAM) Plan. Transit Asset Management (TAM) seeks to address the growing backlog of transit assets in poor condition. Under the TAM requirements, transit agencies must collect data and monitor performance measures for rolling stock and equipment, infrastructure, and facilities. PRT has worked with ITD on the TAM requirements and has adopted the ITD TAM plan. BTPO supports the PRT and ITD TAM targets.

The percentage of rolling stock and equipment both exceed the State Target. The number is high but has reflected the financial reality. PRT can put more vehicles in services if they use older vehicles. Many of the PRT vehicles are from other agencies. These vehicles are past useful life, but they provide reliable service to the community.

Table 12 Transit Assist Conditions and Targets

Performance Measure	State Target	Pocatello Regional Transit		
		2018	2019	2020
Rolling Stock (The percentage of revenue vehicles that exceed useful life benchmark)	23%	38%	65%	67.0%
Equipment (The percentage of non-revenue vehicles that exceed useful life benchmark)	65%	100%	100.0%	92.0%
Facilities (The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model Scale)	21%	0.0%	0.0%	0.0%

Table 13 Projects that support the TAM Performance Measure

Key Number	Program Year	Project Name	Total Cost
19755	2022 -2025	The capital vehicle replacement project will purchase new or buses to replace those beyond their useful life. An estimated three buses will be purchased	\$ 600,000
19189	2022 and 2024	The capital vehicle replacement project will purchase new or buses to replace those beyond their useful life. An estimated six busses will be purchased	\$ 845,000

Public Transportation Safety

PRT approved the Public Transportation Agency Safety Plan (PTASP) in December 2020. The purpose of the PTASP is to assist transit agencies in managing safety risks by



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developing and implementing a proactive system to address potential hazards and create a safety culture within each agency. PTASP's, are updated and certified by FTA annually. BTPO supports PRT PTASP and safety targets.

Table 14 Public transportation safety performance and targets

Paratransit	2018	2019	2020	Average	Target
Fatalities (total)	0	0	0	0	0
Fatalities (per 100K Vehicle Revenue Miles)	0	0	0	0	0
Injuries (total)	6	14	5	8.33	8.33
Injuries (per 100K Vehicle Revenue Miles)	1.4	3.28	1.17	1.95	1.95
Safety Events (total)	12	19	9	13.33	13.33
Safety Events (per 100K Vehicle Revenue Miles)	2.81	4.44	2.11	3.12	3.12
System Reliability (per 100K Vehicle Revenue Miles)	0	1	1	0.67	0.67
Fixed Route	2018	2019	2020	Average	Target
Fatalities (total)	0	0	0	0	0
Fatalities (per 100K Vehicle Revenue Miles)	0	0	0	0	0
Injuries (total)	6	4	3	4.33	4.33
Injuries (per 100K Vehicle Revenue Miles)	2.06	1.37	1.03	1.49	1.49
Safety Events (total)	14	7	0	10	10
Safety Events (per 100K Vehicle Revenue Miles)	4.8	2.4	3.09	3.43	3.43
System Reliability (per 100K Vehicle Revenue Miles)	0	2	5	2.33	2.33

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 local match requirements. Funding years covered under this TIP are 2022– 2025. For planning purposes, three additional years are included.

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. Annually ITD develops an "Update Packet for the Capital Investment Program" <https://apps.itd.idaho.gov/Apps/Fund/itip2022/FY22ProgramUpdateManual.pdf>. The anticipated revenues for each program and funding source are balanced to the recommended projects.



Federal Highway Administration Sources

- **National Highway Performance Program (NHPP)** – The NHPP provides support for the condition and performance of the National Highway System (NHS). NHPP also provides funds for the construction of new facilities on the NHS. The NHPP funds are directed to support progress toward achieving 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 aims to significantly reduce 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 various 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) Sources

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 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.



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- **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 construct bus facilities.

State and Local Funded Sources

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.

Program Categories

The federal funding sources have overlapping project eligibility. The Idaho Transportation Department has developed a series of program categories that reflect performance measures and agency focus. The twelve programs that are most often used in the BTPO planning area are listed below.

- Pavement Preservation
- Pavement Restoration
- Bridge Preservation
- Bridge Restoration
- Safety and Capacity
- Highway Safety Improvement Program (HSIP)
- Transportation Alternative Program
- ADA Pedestrian Curb Ramp
- STBG -Local Urban
- Local Bridge
- Bridge Off-System
- Public Transportation

Table 15 provides the anticipated revenue by fiscal year and funding category.

Table 15 Anticipated Revenues/Estimated Project Cost by Fiscal Year and Funding Category

Funding Category	2022	2023	2024	2025	2026	2027	2028
ADA	\$60,000						
Bridge Restoration	\$7,967,000	\$35,078,000	\$36,414,000	\$31,836,000			
HISP	\$290,000	\$618,000					
HSIP- Safety				\$120,000			
Safety and Capacity	\$550,000		\$2,882,000			\$8,744,000	\$2,815,000



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STBG-LU			\$3,635,000	\$4,865,000			\$3,851,000
TAP	\$64,000	\$64,000					
Planning	\$208,000	\$208,000	\$208,000	\$208,000	\$166,000		
Total	\$9,139,000	\$35,968,000	\$43,139,000	\$37,029,000	\$166,000	\$8,744,000	\$6,666,000

Transit Funding: Table 6 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 5339 Bus and Bus Facilities. The State can use this appropriation in any 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 16 shows the funds BTPO receives annually and any projects scheduled in that year. 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 but does not exceed the annual allocation provided to ITD.

Table 16 FTA Small Urban Apportionment

FTA Section 5307	2022	2023	2024	2025
Allocation	\$1,200,567	\$1,200,567	\$1,200,567	\$1,200,567
Programed	\$ 1,106,000	\$ 1,106,000	\$ 1,106,000	\$ 1,106,000
Available	\$ 94,567	\$ 94,567	\$ 94,567	\$ 94,567
FTA Section 5310	2022	2023	2024	2025
Allocation	\$120,480	\$125,091	\$125,091	\$125,091
Programed	\$ 131,000	\$ 220,000	\$ -	\$ -
Available	\$ (10,520)	\$ (94,909)	\$ 30,182	\$ 155,273
FTA Section 5339	2022	2023	2024	2025
Allocation	\$230,000	\$230,000	\$230,000	\$230,000
Programed	\$ 287,500	\$ -	\$ 575,000	\$ -
Available	\$ (57,500)	\$ 230,000	\$ 460,000	\$ 230,000
FTA 5307 Shows only the Federal amount.				

System Operations Maintenance

In addition to demonstrating that the TIP projects have identified funds to complete the project, the financial plan needs to demonstrate that funds are reasonably available to operate and maintain the federal-aid highways. Table 17 includes the five-year average of revenues and expenses used to maintain the BTPO planning area roads. The averages in the table are for all roads, not specifically for federal-aid highways. There is not a straightforward way to determine the amount spent on federal-aid highways.



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Table 17 Local Operations and Maintenance Average Revenues and Expenses

Local Operations and Maintenance	Annual Average	Percentage
Revenues		
Local	\$ 6,561,976	70%
State	\$ 2,804,358	30%
Federal	\$ 514,615	5%
Total Revenues	\$ 9,366,334	100%
Expenses		
Operations and Maintenance	\$ 5,960,635	58%
Construction and Reconstructions	\$ 4,228,925	42%
Total Expenses	\$ 10,189,560	100%
Annual Average 2015 -2019. Source local roads financial report for City of Pocatello, City of Chubbuck, and Bannock County		

AIR QUALITY CONFORMITY

The Portneuf Valley Nonattainment Area (PVNAA) was shown to have met the PM₁₀ National Ambient Air Quality Standards (NAAQS) with approval of the State Implementation Plan (SIP) and Maintenance Plan by the Environmental Protection Agency (EPA) effective August 14, 2006 (Federal Register / Vol. 71, Pg 39574 / 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 NonAttainment Area with an effective 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, Pg 41647/ 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 updating the transportation plan or TIP, to the emissions limitations established in the MVEB.



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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 provide 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 18, vehicle emissions are less than allowed in the Motor Vehicle Emission Budget (Budget) for each horizon year.

Table 18 Conformity Determination Summary

Horizon Year	Pollutant Name/Activity	Emissions (Tons per year)	Budget (Tons per year)
2025	Volatile Organic Compounds	266	651
	Oxides of Nitrogen (NOx)	314	856
	Primary OnRoad and RoadDust PM10 - Total	293	498
2035	Volatile Organic Compounds	156	651
	Oxides of Nitrogen (NOx)	148	856
	Primary OnRoad and RoadDust PM10 - Total	324	498
2040	Volatile Organic Compounds	155	651
	Oxides of Nitrogen (NOx)	145	856
	Primary OnRoad and RoadDust PM10 - Total	364	498



Appendix A.Environmental Justice Review

Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (EO 12898), issued February 11, 1994. EO 12898 requires Federal agencies to achieve environmental justice by identifying and addressing disproportionately high and adverse human health or environmental effects, including the interrelated social and economic effects of their programs, policies, and activities on minority populations and low-income populations in the United States.

The United States Department of Transportation issues an updated Environmental Justice policy order in 2012 (order 5610.2(a)). The policy order describes how agencies can integrate environmental justice into planning and programming activities. The Federal Transit Administration (FTA) also issued circular FTA C4307.1 in 2012, providing administrative guidance to ensure compliance with Environmental Justice requirements. The Federal Highway Administration (FHWA) Environmental Justice Order 6640.23a address environmental justice in planning and programming.

The Department of Transportation and FTA developed three guiding principles to follow, they are:

- To avoid, minimize, or mitigate disproportionately high and adverse human effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation of all potentially affected communities in the transportation decision-making process.
- To prevent the denial or reduction in or significant delay in receiving benefits by minority and low-income populations.

Definitions of Key EJ Terms

The DOT, FHWA, and FTA policy orders have specific definitions of key terms.

Minority population - A identifiable group of minority persons who live in geographic proximity. A minority population includes:

- Black: a person having origins in any of the black racial groups of Africa;
- Hispanic or Latino: a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race;
- Asian American: a person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent;
- American Indian and Alaskan Native: a person having origins in any of the original people of North America, South America (including Central America), and who maintains cultural identification through tribal affiliation or community recognition; or
- Native Hawaiian and Other Pacific Islander: a person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

Low-Income - A person whose median household income is at or below the Department of Health and Human Services poverty guidelines.



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Low-income Population – A identifiable group of low-income persons who live in geographic proximity.

Adverse Effects – Occurs when a program or program negatively impacts the physical, environmental, social, economic location, or population group.

Disproportionately high adverse effect on minority and low-income populations. An adverse effect that:

- is predominately borne by a minority population and a low-income population; or
- The minority population and low-income population suffer appreciably more severe or more significant in magnitude than the adverse effect of the nonminority population and non-low-income population.

The EJ EO 12898 focuses on minority and low-income populations. The demographic profile in this plan provides how BTPO identifies the location of these population groups. Figure 3 identifies the location of minority populations over the regional average. Table 19 identifies the type of adverse effects or benefits by the type of impact. Table 14 shows the TIP projects in the high EJ areas by impact type.

The BTPO reviewed transportation projects located in areas that were determined to low-income or minority populations. Low income, for this analysis, refers to Census block groups that have a concentration of low-income persons that is greater than or equal to 1.5 times the county average of 17.51 percent. Minority populations refer to Census block groups with a concentration of low-income persons greater than or equal to 1.5 times the county average of 11.59 percent.

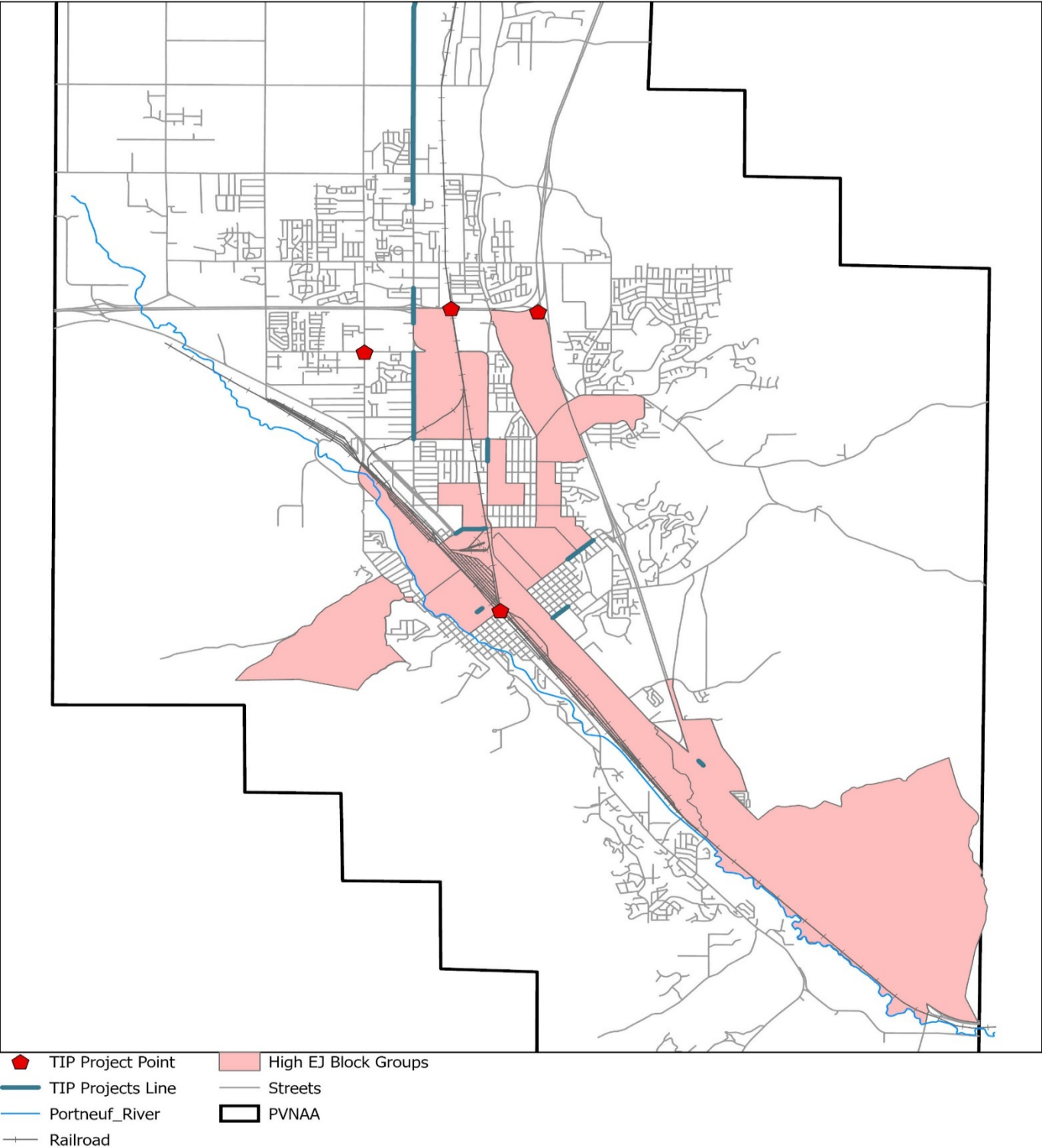
When evaluating the potential benefit or burden of a project, it should be noted that each type of project has a unique set of impacts and will affect individual populations differently (Table 13). Twelve of the eighteen locatable projects in the TIP are located in the minority or low-income areas.

Pole Line Road and Gould Street – Yellowstone to Garrett Way are the two construction projects in high minority or poverty areas. Both projects widening and reconstruction are to improve the safety and operation of the facility. Gould Street – Yellowstone to Garrett Way project underwent a public outreach to the neighboring community during the project's planning phase.

Five projects located in a high minority or low-income block group are pedestrian safety and infrastructure projects. The South 5th Avenue Safety Improvements and Pedestrian Crossing Safety Improvements improve crossing near a store and school. Three other pedestrian projects add accessible sidewalks and ramps to E Center and E Carter streets. These projects improve the transit accessibility and mobility of the neighborhoods they are located.



Figure 2 TIP Projects within High EJ Block Groups



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Table 19 Adverse Effects and Benefits by Impact Type

Impact Type	Adverse Effect	Benefit
Road Construction	Higher roadway speeds Increased traffic Noise Displacement or relocations Neighborhood intrusion Air quality impacts Economic	Decreased travel time Increased access to employment or businesses Increased mobility Improved air quality
Road Maintenance	Detours and diverted traffic Noise Blockage of pedestrian and bicycle facilities	Promotes system preservation Reduced wear-and-tear on autos and trucks
Bicycle/Pedestrian Facility	Lack of facilities impact mobility Decrease equity between neighborhoods	Increased safety Increased connectivity Increased mobility
Transit	Noise pollution Lack of frequency Lack of service	Improved connectivity Improved access

The E. Alameda Road and Yellowstone Avenue intersection and FY 25 Yellowstone Avenue: Breneman to Knudsen include raised medians that prevent vehicles from turning left except at intersections.

In evaluating all projects located in high minority and low-income block groups, BTPO has determined that the safety, improved pedestrian facilities, and improved mobility outweighs the short-term adverse effects that construction projects have on adjacent neighborhoods.



Appendix B. Public Involvement

The public involvement for the Transportation Improvement Program was conducted following the Public involvement Plan [https://www.bannockplanning.org/wp-content/uploads/2018/09/BTPO -Public-Involvement-Plan 2018.pdf](https://www.bannockplanning.org/wp-content/uploads/2018/09/BTPO-Public-Involvement-Plan-2018.pdf).

The request for comment was sent to the mailing list, posted on Facebook, and published in the Idaho State Journal. Additionally, the request was published on the home page of the website.



PUBLIC COMMENT INVITATION

DRAFT 2022 – 2028 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/2021/06/Draft-BTPO-FY2022-Transportation-Improvement-Program.pdf>

DRAFT Metropolitan Transportation Plan 2040 Air Quality Conformity Demonstration

The Conformity Demonstrations demonstrate 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/2021/06/Air-Quality-Conformity-Report-2022-Draft-1.pdf>

Comment period: July 1, 2021 – August 1, 2021

Email or mail comments 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 2021 Program of Projects, the list will be approved without further public notice.

BTPO received one public comment on the E. Chubbuck Road Overpass.

I am more than a little concerned about the E. Chubbuck Road overpass. Could you tell me Who is responsible for the replacement and when this Might be accomplished? The State told me Chubbuck is responsible. I apologize for not following the planning process.

> In my opinion, this narrow and dangerous overpass should have been replaced long ago.

> I observe heavy traffic, particularly early morning and after school. Dozens of apartment buildings are nearing completion and hundreds of homes are supposedly going to be built. This will only add to congestion and possible danger.

> Joggers, kids going fishing, bikers frequently Use narrow, bumpy shoulders as a path over the interstate.

> While I appreciate the new North parkway connector, the replacement of E. Chubbuck road has reached a critical stage.

BTPO responses

Thanks for your comments. The Chubbuck Road overpass is scheduled to be replaced as part of the I-86/I-15 System Interchange Complex project. The project will start in 2023 and take two to three years to complete.

>

> The replacement of the Chubbuck Road bridges is a proposed improvement



Appendix C. 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 USC 134, 49 USC 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 USC 2000d-1), 49 CFR part 21;
4. 49 USC 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 USC 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination based on age in programs or activities receiving federal financial assistance;
9. Section 324 of title 23 USC regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Bannock Planning Organization

_____ Mori Byington, Planning Director

Date: _____

Idaho Transportation Department

_____ Kenneth Kanownik, Planning Services Manager

Date: _____



Appendix D. Prior Year Projects

The Transportation Improvement Program includes all planned projects for Federal Fiscal Year 2022 to 2028. There are many projects which were included in previous Transportation Improvement Programs that have not been finalized. There is a possibility of change costs or scope in these projects. The table provides a list of all prior year projects, which FHWA has not finalized.



FY 2022 -2028 Transportation Improvement Program

KeyNo	Project Name				Project Description										Sponsor		
Type	FY2021														Lifetime		
	Total	Federal Aid	State	Other	PE	PC	PL	RW	LP	UT	CE	CC	CL	CN	Total	Obligations	Remainder
12098	NHS-7341, CENTER ST RR BR UPASS, POCATELLO				This project will replace the pavement on the underpass of the Center St. Railroad Bridge and provide improvements to retaining wall; including a pedestrian bridge over W. Center Street.										POCATELLO		
Sch	10,000.00	9,266.00	0.00	734.00	5,700.00	0.00	-900.00	0.00	0.00	5,200.00	0.00	0.00	0.00	0.00	5,641,000.00	1,057,000.00	4,584,000.00
Obl	10,000.00	9,266.00	0.00	734.00	5,700.00	0.00	-900.00	0.00	0.00	5,200.00	0.00	0.00	0.00	0.00			
15006	LOCAL, OA TRANSFER FOR KN 20314 NORTHGATE IC				OA transfer from Urban Committee to D5 for the Northgate IC										STATE OF IDAHO (ITD)		
Sch	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Obl	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
19952	LOCAL, FY21 BTPO METRO PLANNING				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.										BANNOCK PLANNING ORGANIZATION (BPO)		
Sch	271,607.54	251,671.55	0.00	19,935.99	0.00	271,607.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	271,607.54	271,607.54	0.00
Obl	271,607.54	251,671.54	0.00	19,936.00	0.00	271,607.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
20589	STATE, I-86/I-15 SYSTEM IC, POCATELLO				The purpose of this 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. It is estimated that \$100,000,000 will be needed for CN for this project paid out over three years. As many as 5 bridges will be addressed with this project.										STATE OF IDAHO (ITD)		
Sch	1,030,000.00	950,381.00	79,619.00	0.00	800,000.00	230,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	102,481,000.00	3,091,000.00	99,390,000.00
Obl	1,030,000.00	950,381.00	79,619.00	0.00	800,000.00	230,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
21827	I 15B, CEDAR TO FLANDRO, POCATELLO				This project is a mill and inlay and should extend the life of the pavement on Yellowstone Avenue in Pocatello between Cedar and Flandro.										STATE OF IDAHO (ITD)		
Sch	2,259,496.00	0.00	2,259,496.00	0.00	-165,000.00	0.00	0.00	0.00	0.00	0.00	182,578.00	190,000.00	0.00	2,051,918.00	2,459,496.00	2,459,496.00	0.00
Obl	2,259,496.00	0.00	2,259,496.00	0.00	-165,000.00	0.00	0.00	0.00	0.00	0.00	182,578.00	190,000.00	0.00	2,051,918.00			
21860	US 91, PARK LAWN TO SIPHON RD, CHUBBUCK				This project is a widening project that will provide additional capacity along Yellowstone Avenue between Park Lawn and Siphon. It will also allow for the addition of a traffic signal at the intersection of Yellowstone Avenue and Siphon Road.										STATE OF IDAHO (ITD)		
Sch	2,000,000.00	1,853,200.00	146,800.00	0.00	0.00	0.00	0.00	200,000.00	1,800,000.00	0.00	0.00	0.00	0.00	0.00	3,170,000.00	400,000.00	2,770,000.00
Obl	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
22411	SMA-7231, S 5TH AVE SAFETY IMPROV, POCATELLO				For the work to Install a raised median on 5th Ave from I-15 to Jason Ave, crosswalk on 5th Ave, a rectangular rapid flashing beacon (RRFB) to aid the crosswalk, a sidewalk system on 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.										POCATELLO		
Sch	8,000.00	7,412.80	0.00	587.20	1,000.00	0.00	7,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	204,000.00	8,000.00	196,000.00
Obl	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			



FY 2022 -2028 Transportation Improvement Program

22450	STATE, FY21 POCATELLO 11 ADA RAMPS				Install eleven Americans with Disabilities (ADA) ramps at various locations throughout Pocatello.										POCATELLO			
Sch	60,000.00	0.00	60,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	60,000.00	60,000.00	60,000.00	0.00	
Obl	60,000.00	0.00	60,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	60,000.00				
22597	STC-7221, W CARSON ST, PORTNEUF RIVER DR, POCATELLO				Replace W CARSON ST, PORTNEUF RIVER DR, POCATELLO										LOCAL HIGHWAY TECHNICAL ASSISTANCE COUNCIL (LHTAC)			
Sch	2,556,457.56	2,368,813.58	0.00	187,643.98	1,500.00	169,000.00	0.00	0.00	0.00	0.00	8,707.00	348,289.00	78,365.00	1,950,596.56	438,112.14	438,112.14	0.00	
Obl	170,500.00	157,985.30	0.00	12,514.70	1,500.00	169,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00				
22687	US 30, YELLOWSTONE TO GARRETT CORRIDOR, POCATELLO				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.										STATE OF IDAHO (ITD)			
Sch	100,000.00	92,660.00	7,340.00	0.00	20,000.00	80,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8,240,000.00	100,000.00	8,140,000.00	
Obl	100,000.00	92,660.00	7,340.00	0.00	20,000.00	80,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00				
22914	LOCAL, FY21 SICOG SRTS COORDINATOR & ACTIVITIES				This project provides for Safe Routes To School program personnel, education materials, encouragement incentives, special events and indirect costs.										MISCELLANEOUS			
Sch	64,500.00	59,765.70	0.00	4,734.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	64,500.00	64,500.00	64,500.00	0.00	
Obl	64,500.00	59,765.70	0.00	4,734.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	64,500.00				

