

Transportation Improvement Program 2023-2029



Prepared by the Bannock Transportation Planning Organization

Transportation Improvement Program 2023- 2029

Approved by Policy Board on September 12, 2022

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Bannock Transportation Planning Organization

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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 2023 through 2029. The Federal portion of the TIP is the first four years (2023 – 2026). The Bannock Transportation Planning Organization (BTPO) adds three additional years for planning and project development. 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.

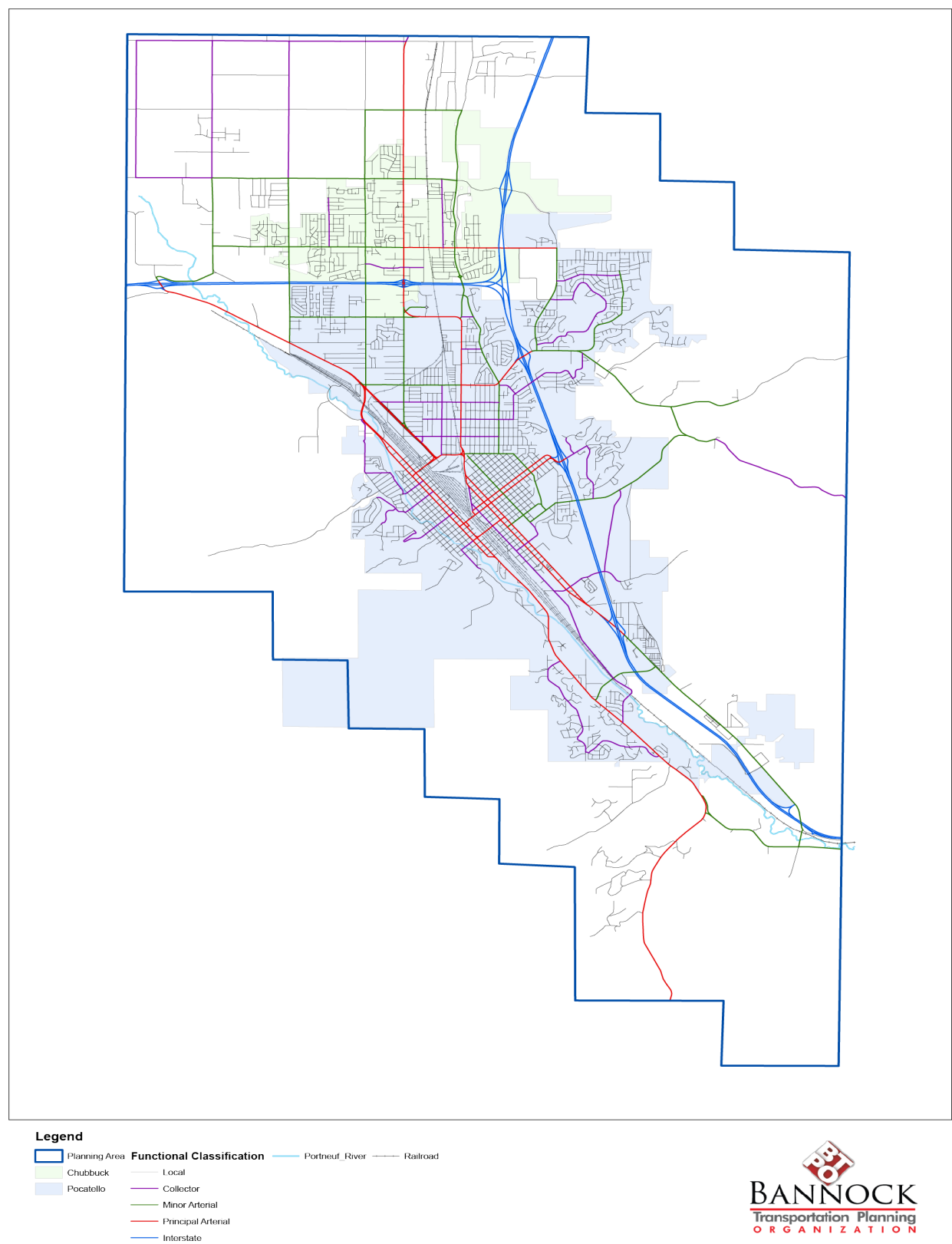
The TIP document reflects the BTPO's regional priorities for federal transportation funding. The Idaho Transportation Investment Program (ITIP), which is maintained Idaho Transportation Department, includes all transportation projects receiving Federal and State funding. The BTPO TIP is developed collaboratively with member agencies, Pocatello Regional Transit, and ITD. The approved TIP is submitted to ITD for inclusion in the ITIP. The ITIP is available online at https://apps.itd.idaho.gov/Apps/Fund/itip2023/draft/FY23_Draft-ITIP.pdf.

About the Bannock Transportation Planning Organization

Established through federal legislation, Metropolitan Planning Organizations exist throughout the United States in all urbanized areas of more than 50,000 people. They are responsible for planning, prioritizing, and recommending 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.



Figure 1 BTPO Planning Area



METROPOLITAN PLANNING REQUIREMENTS

BTPO maintains 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 regional transportation planning priorities. The UPWP includes all federally funded planning activities regardless of the project sponsor. All transportation planning activities in one document coordinate planning 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 2027 and 2028 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, 2029/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 be 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; many other plans and programs address specific issues or programs within the metropolitan area. The other plans and programs are considered during the TIP and MTP development. Those efforts include:

- **Idaho Strategic Highway Safety Plan:** The Strategic Highway Safety Plan provides a comprehensive approach to improving transportation safety within Idaho. ITD developed the Strategic Highway Safety Plan in 2021 with stakeholders and agency representation. The Kootenai Metropolitan Planning Organization represented Idaho's Metropolitan Planning Organizations. Find additional information on the Idaho Strategic Highway Safety Plan online at https://apps.itd.idaho.gov/Apps/OHS/Plan/SHSP_2021-2025.pdf.
- **Regional Intelligent Transportation Systems (ITS) Architecture:** BTPO worked 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. The Regional Intelligent Transportation System Plan is online <https://www.bannockplanning.org/wp-content/uploads/2021/10/Regional-Intelligent-Transportation-System-Plan.pdf>.
- **Coordinated Human Services Transportation Plan (CHSTP):** The Coordinated Human Services Transportation Plan documents the local coordination process for funding and delivering public transportation services for the elderly, persons with disabilities, and low-income individuals. Adopted in 2018, the Coordinated Human Services Transportation Plan sets the regional priorities and processes for selecting projects that improve public transportation access. The Coordinated Human Services Transportation Plan is available online at https://bannockplanning.org/wp-content/uploads/2018/03/Coordinated_Plan_2018.pdf.



Federal Transit Administration Program of Project

BTPO works annually with Pocatello Regional Transit, the designated recipient of the Urbanized Area Formula Program Section 5307) funds, to develop the Program of Projects. Pocatello Regional Transit has elected to coordinate public involvement requirements with BTPO for the Program of Projects. As such, the TIP meets the Federal Transit Administration requirements for public participation in developing the Program of Projects for the Pocatello Regional Transit.

PUBLIC INVOLVEMENT AND AMENDMENT PROCESS

Public participation in the transportation investment decision-making process is a critical TIP component. 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. This section describes the procedure 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 criteria for determining the processing of amending the TIP are independent of but consistent with the criteria used by the ITD for amending the State Transportation Improvement Program.

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 formal action are correction of errors in the TIP, including but not limited to:

- Improvement type
- Functional classification
- Typographical errors
- Transposed numbers
- Modification of project identification number
- Funding type

PROPOSED TIP PUBLIC INVOLVEMENT

Public Comment Period
July 22 – August 22, 2022

Public Comment Posted Online
July 22, 2021

Social Media Post
July 22, August 1, 2022

Public Notice in Idaho State Journal
July 24, 2022

Policy Board Approval of the TIP
September 12, 2022



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

The project sponsor must initiate changes to the project. The process for administrative modification and amendments is as follows:

- 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 will present the updated TIP at the next Policy Board meeting.

The procedure for administrative modifications for Surface Transportation Block Grant Program Small Urban projects adds 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 is approved or not.
- The Planning Director submits to ITD OTI the updated TIP with modifications highlighted.
- The Planning Director will present the updated TIP at the next Policy Board meeting.

Amendment Modification Process

The procedure for amendments is 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 the 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 2023-2029 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 occur at the metropolitan or State levels through the Idaho Department of Transportation or the Local Highway Technical Assistance Council (LHTAC). The priority of candidate projects 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 of 5,000 – 200,000 to the Urban Committee. This committee makes recommendations to the Idaho Transportation Board on the Urban Program. Every MPO in the State and the Local Highway Technical Advisory Council comprise the committee that cooperatively develops a five-year program. Each member, including BTPO, independently developed their project prioritization and selection process.

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.

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 Sections 5339 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 and safety programs 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

Table 1 identifies the list of projects BTPO proposes to add to the FY 2023 -2028 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.



FY 2023 -2029 Transportation Improvement Program

Table 1 Proposed Projects for the Transportation Improvement Program

Key Number	Project Name	Project Description	Performance Measure	Year of Activity	Project Cost
	Benton Street Bridge Repair	Replace Bridge Structure	Infrastructure Condition	2026	
ORN23905	Brennan Trail Extension and Pedestrian Bridge	Extend the Brennan Trail to connect with Millward Mile Trail and construct a pedestrian bridge over the Portneuf River	Network Accessibility	2026	\$1,000
ORN 23906	Chubbuck Canal Trail - Philbin to Hawthorne	Construct a separated bicycle/Pedestrian path for Philbin Road to Hawthorne Road	Network Accessibility	2025	\$4,800
ORN23912	Center Street Pedestrian Bridge	Construct a separated bicycle/Pedestrian bridge over Center Street	Network Accessibility	2025	\$500
ORN23846	FY 2024 SICO SRTS	This project provides for Safe Routes to School program personnel, education materials, encouragement incentives, special events, and indirect costs.		2024	\$60
ORN23847	FY 2025 SICO SRTS	This project provides for Safe Routes to School program personnel, education materials, encouragement incentives, special events, and indirect costs.		2025	\$60
ORN23829	Humbolt Street North Sidewalk Extensions	The project will install a sidewalks and ramps on E. Humbolt from, S. 5th Ave to 8th Avenue	Network Accessibility	2025	\$305
ORN23932	I-86 Rainbow Road to West Pocatello IC	Pavement Rehabilitation	Infrastructure Condition	2026	\$8,357
ORN23933	I-86 West Pocatello IC	Bridge Rehabilitation	Infrastructure Condition	2026	\$8,193
Project Cost in thousands					

PROJECT LIST

The following section provides a list of projects recommended for the FY 2023- 2029 TIP. The list includes the proposed project and those 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 2023 -2029 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		
						2023	2024	2025	2026	2027	2028	2029/PD
23697	Monte Vista to Pocatello Creek Road	TAP	Construction	\$ 442	\$ -	\$ 442	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	0		Development	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Pocatello		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Bicycle/Pedestrian		Federal Funds		\$ 410	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Exempt		Non-Federal		\$ 32	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Pathway											
	ORN23846	FY 24 SICOG SRTS Coordination	Safe Routes to School	Construction	\$ 60	\$ -	\$ -	\$ 60	\$ -	\$ -	\$ -	\$ -
Local		Development		\$ 45	\$ 45	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
South East Idaho Council of Governments		Right-of-Way		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Infrastructure Condition			Federal Funds		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Exempt			Non-Federal		\$ -	\$ 60	\$ -	\$ -	\$ -	\$ -	\$ -	
This project provides for Safe Routes to School program personnel, education materials, encouragement incentives, special events, and indirect costs.												
ORN23847	FY 25 SICOG SRTS Coordination	Safe Routes to School	Construction	\$ 60	\$ -		\$ -	\$ 60	\$ -	\$ -	\$ -	\$ -
	Local		Development	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	South East Idaho Council of Governments		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Infrastructure Condition		Federal Funds			\$ -	\$ 56	\$ -	\$ -	\$ -	\$ -	
	Exempt		Non-Federal		\$ -	\$ -	\$ 4	\$ -	\$ -	\$ -	\$ -	
	This project provides for Safe Routes to School program personnel, education materials, encouragement incentives, special events, and indirect costs.											
23365	FY 23, Pocatello 4 ADA Curb Ramps	ADA-Curb Ramp	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											
ORN23905	Brennan Trail Extension and Ped Bridge	TAP	Construction	\$ 842	\$ -	\$ -	\$ -	\$ -	\$ 842	\$ -	\$ -	\$ -
	0		Development	\$ 230	\$ -	\$ -	\$ -	\$ 230	\$ -	\$ -	\$ -	\$ -
	Pocatello		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Bicycle/Pedestrian		Federal Funds		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Exempt		Non-Federal		\$ -	\$ -	\$ 230	\$ 842	\$ -	\$ -	\$ -	
	Extend the Brennan Trail 1600 feet to the north with a 10-foot-wide paved path and connect that path to the existing path system in Sacagawea Park with Pedestrian Bridge.											



FY 2023 -2029 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		
						2023	2024	2025	2026	2027	2028	2029/PD
ORN23906	Chubbuck Canal Trail	TAP	Construction	\$ 448	\$ -	\$ -	\$ -	\$ 448		\$ -	\$ -	\$ -
	0		Development	\$ 68		\$ -	\$ 68	\$ -	\$ -	\$ -	\$ -	\$ -
	Chubbuck		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Bicycle/Pedestrian			Federal Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Exempt			Non-Federal	\$ -	\$ 68	\$ 448	\$ -	\$ -	\$ -	\$ -	\$ -
	Construct 1.25 mile 10 to 12 feet wide trail from Hawthorne Road to Prilbin Road.											
ORN23912	Center Steet Pedestrian Bridge	TAP	Construction	\$ 536	\$ -	\$ -	\$ -	\$ 536	\$ -	\$ -	\$ -	\$ -
	0		Development	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Pocatello		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Bicycle/Pedestrian			Federal Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Exempt			Non-Federal	\$ -	\$ -	\$ 536	\$ -	\$ -	\$ -	\$ -	\$ -
	Construct a pedestrian bridge of Center Steet											
22544	I-86 Railroad Bridge	Bridge Restoration	Construction	\$ 6,328	\$ -	\$ 6,328	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	I-86 61.230 - 62.303		Development	\$ 46	\$ 46	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Idaho Transportation Department		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Infrastructure Condition			Federal Funds	\$ 5,864	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Exempt			Non-Federal	\$ 464	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Replace bridge on I-86 westbound over the Union Pacific Railroad tracks. Also a CRABS operations will reconstruct the existing Eastbound and westbound roadway with-in project limits and bring the roadway up to current design standards. An Additional Westbound lane will be constructed as part of the projects											
23298	Flandro Dr Safety Improvement	Safety and Capacity	Construction	\$ 200	\$ -	\$ 200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	SM-77071 0.626 - 1.1615		Development	\$ 45	\$ 45	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Pocatello		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Intersection Improvement			Federal Funds	\$ 185	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Exempt			Non-Federal	\$ 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	ADA-Curb Ramp	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											



FY 2023 -2029 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		
						2023	2024	2025	2026	2027	2028	2029/PD
22916	FY 23 SICOG SRTS Coordination	Safe Routes to School	Construction	\$ 64	\$ -	\$ 64	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Local		Development	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Southeast 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.											
20589	I-86/I-15 Interchange Complex	Bridge Restoration	Construction	\$ 37,771	\$ -	\$ 700	\$ 2,346	\$ 12,970	\$ 21,755	\$ -	\$ -	\$ -
	I-86/I-15 0.0 - 0.0		Development	\$ 3,159	\$ 3,159	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Idaho Transportation Department		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Infrastructure Condition		Federal Funds		\$ 649	\$ 2,174	\$ 12,018	\$ 20,158	\$ -	\$ -	\$ -	
	Exempt		Non-Federal		\$ 51	\$ 172	\$ 952	\$ 1,597	\$ -	\$ -	\$ -	
	The purpose of the project improvement of the I-86/I-15 IC Complex. The project includes replacement of bridges and realigning the off and on ramps.											
22883	Pedestrian Crossing Safety Improvements	HSIP- Safety	Construction	\$ 608	\$ -	\$ 608	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	varies		Development	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	City of Pocatello		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Safety		Federal Funds		\$ 563	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Exempt		Non-Federal		\$ 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											
23932	Rainbow Road to West Pocatello IC EB	Pavement Restoration	Construction		\$ -	\$ -		\$ -	\$ 8,357	\$ -	\$ -	\$ -
	49.000 - 58.000		Development			\$ 275	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Idaho Transportation Department		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Infrastructure Condition		Federal Funds		\$ 255	\$ -	\$ -	\$ 7,744	\$ -	\$ -	\$ -	
	Exempt		Non-Federal		\$ 20	\$ -	\$ -	\$ 613	\$ -	\$ -	\$ -	
	Rainbow Road to West Pocatello IC											
23933	Rainbow Road to West Pocatello IC	Pavement Restoration	Construction	\$ 8,193	\$ -	\$ -		\$ 8,193		\$ -	\$ -	\$ -
	49.000 - 58.000		Development	\$ 275	\$ -	\$ 275	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Idaho Transportation Department		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Infrastructure Condition		Federal Funds		\$ 255	\$ -	\$ 7,592	\$ -	\$ -	\$ -	\$ -	
	Exempt		Non-Federal		\$ 20	\$ -	\$ 601	\$ -	\$ -	\$ -	\$ -	
	Pavement and Bridge Rehabilitation											



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21860	Park Lawn to Siphon Rd,	Safety and Capacity	Construction	\$ 2,997	\$ -	\$ -	\$ -	\$ -	\$ 2,997	\$ -	\$ -	\$ -
	US 91 81.138 - 81.552		Development	\$ 400	\$ 400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Idaho Transportation Department		Right-of-Way	\$ 2,000	\$ 2,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	N/A		Federal Funds	\$ -	\$ -	\$ -	\$ 2,777	\$ -	\$ -	\$ -	\$ -	
	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.											
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	\$ 5,114	\$ -	\$ -	\$ -	\$ 5,114	\$ -	\$ -	\$ -	\$ -
	STP-7341 299.119 - 299.208		Development	\$ 1,052	\$ 1,052	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	City of Pocatello		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Infrastructure Condition		Federal Funds	\$ -	\$ -	\$ 4,739	\$ -	\$ -	\$ -	\$ -	\$ -	
	Exempt		Non-Federal	\$ -	\$ -	\$ 375	\$ -	\$ -	\$ -	\$ -	\$ -	
	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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,006
	0.626 - 1.615		Development	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	City of Pocatello		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Safety		Federal Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,712	
	Exempt		Non-Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 294	
	Widen Poleline 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 Poleline Road are also included in the project											
22687	Gould Street - Yellowstone Ave to Garrett Corridor	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	\$ 1,395	\$ -	\$ -	\$ -	\$ -	\$ 8,102	\$ -	\$ -	\$ -
	Required		Non-Federal	\$ 110	\$ -	\$ -	\$ -	\$ 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.											



FY 2023 -2029 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		
						2023	2024	2025	2026	2027	2028	2029/PD
21911	FY 25 Yellowstone Avenue; Breneman to Knudsen	HSIP- Safety	Construction	\$ 128	\$ -	\$ -	\$ -	\$ 128	\$ -	\$ -	\$ -	\$ -
23171	Yellowstone Avenue - Siphon Road to Reservation Road	Safety and Capacity	Construction	\$ 3,097	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,097	\$ -
	0		Development	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Idaho Transportation Department		Right-of-Way	\$ 1,200		\$ 1,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Safety and Capacity Required		Federal Funds	\$ 1,112	\$ -	\$ -	\$ -	\$ -	\$ 2,870	\$ -		
			Non-Federal	\$ 88	\$ -	\$ -	\$ -	\$ -	\$ 227	\$ -		
This project will address the safety and capacity of a corridor by widening Yellowstone from Siphon Road to Tyhee Road to five lanes.												
23346	I-15 Northgate to Blackfoot Environmental	Safety and Capacity	Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	0		Development	\$ 8,100	\$ -	\$ 5,100	\$ 3,000	\$ -	\$ -	\$ -	\$ -	\$ -
	Idaho Transportation Department		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Environmental		Federal Funds	\$ 4,726	\$ 2,780	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Required		Non-Federal	\$ 374	\$ 220	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Traffic and environmental study of I-15 from Pocatello to Blackfoot to evaluate capacity and safety improvements. Study to include additional through lanes, auxiliary lanes, bridge improvements, and interchange and ramp improvements. Projects will be split into separate key numbers at time of design, right-of-way, and construction.												
23608	5TH Avenue to Northgate Environmental	Safety and Capacity	Construction	\$ -	\$ -				\$ -	\$ -	\$ -	\$ -
	MP 66.800 -73.450		Development	\$ 5,500	\$ -	\$ 2,600	\$ 2,900	\$ -	\$ -	\$ -	\$ -	\$ -
	Idaho Transportation Department		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Environmental		Federal Funds	\$ 2,409	\$ 2,687	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Required		Non-Federal	\$ 191	\$ 213	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Widen the interstate to three lanes in both the North and South directions, including replacement of outdated structures, drainage facilities, and interchanges merge/diverge improvement												
23579	I-15 Northgate to Fort Hall	TECM	Construction	\$ 216,600	\$ -	\$ 600	\$ 72,000	\$ 72,000	\$ 72,000	\$ -	\$ -	\$ -
	MP 73.500 -80.00		Development	\$ 14,750	\$ -	\$ 10,559	\$ 4,191	\$ -	\$ -	\$ -	\$ -	\$ -
	Idaho Transportation Department		Right-of-Way	\$ 1,000	\$ -	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Capacity		Federal Funds	\$ 11,267	\$ 70,599	\$ 66,715	\$ 66,715	\$ -	\$ -	\$ -	\$ -	
	Required		Non-Federal	\$ 892	\$ 5,592	\$ 5,285	\$ 5,285	\$ -	\$ -	\$ -	\$ -	
Widen the interstate to three lanes in both the North and South directions, including replacement of outdated structures, drainage facilities, and interchanges merge/diverge improvement												
Project costs are in future dollar value in 1,000 of dollars. The planning year 2029 includes projects the Idaho Transportation Department plans to construct in 2029 and local project which are undergoing the initial design phase and no construction year is implied.			Total			\$ 31,576	\$ 101,279	\$ 91,486	\$ 97,594	\$ 8,744	\$ 3,097	\$ 4,006
			Federal			\$ 29,147	\$ 93,727	\$ 83,646	\$ 89,650	\$ 8,102	\$ 2,870	\$ 3,712
			Non-Federal			\$ 2,429	\$ 7,552	\$ 7,840	\$ 7,944	\$ 642	\$ 227	\$ 294

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FY 2023 -2029 Transportation Improvement Program

Table 3 Transit Project List

Key #	Public Scope Statement	Funding Source	Sponsor	Total	2023	2024	2025	2026	2027	2028	2029/PD
				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 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 buses or replace those beyond their useful life. An estimated 6 busses will be purchased	5339 Sub	PRT	Total		575		288			
				Federal Funds		460		230			
				Local Funds		115		58			
23043	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						
ORN23829	Humbolt Street North Sidewalk Extension- The project will install a sidewalks and ramps on E. Humbolt from, S. 5th Ave to 8th Avenue	5310 Sub	Idaho State University	Total			305				
				Federal Funds			244				
				Local Funds			61				
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 2023 -2029 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 BTPO and ITD to allocate resources to those areas where improvements are needed. Identified performance measures monitor the system's performance and should affect the allocation of additional resources. 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. Each performance measure has an associated target goal. The ITD sets the targets for all performance measures except for transit safety and Transit Asset Management, which the Pocatello Regional Transit sets. BTPO has adopted and supports the ITD and PRT targets.

Safety

The five-year 2017-2021 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.

Table 5 Safety Performance Measures and Targets

National Safety Performance Measures	ITD Statewide Target 2021	BTPO Planning Area		
		2015-2019	2016-2020	2017 - 2021
5-Year Average Number of Fatalities	247	3.2	3.8	4.0
5-Year Fatality Rate per 100 million VMT	1.4	0.7	0.9	1.1
5-Year Average Number of Serious Injuries	1,285	24.4	20.6	22.0
5-Year Serious Injury Rate per 100 million VMT	7.2	4.8	4.6	4.9
5-Year Average Number of Non-motorized Fatalities and Serious Injuries	120	6	5.2	4.6

Table 6 list the four projects that have a safety focus. 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 East Quinn Road by removing left turns from East Quinn Road.



Table 6 Projects that support the Safety Performance Targets

Key Number	Program Year	Project Name	Safety Improvement	Total Cost
21911	2025	Yellowstone Ave; Breneman to Knudsen	Safety improvement to add median to the center turn lane	\$ 128,000
23024	2029	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
23298	2023	Flandro Drive Safety Improvement	This project will improve safety at the intersection of Flandro and Quinn by installing a center median.	\$200,000

Pavement Condition

Pavement condition is rated based on 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. Figure 2 Pavement Condition for National Highway System and Table 7 provides the location and pavement conditions for the Interstate and Non-Interstate National Highway System (NHS) within the BTPO planning area. The percentage of pavement in poor condition meets the performance target.

Table 7 National Highway System Pavement Condition

Performance Measures	State Target	Statewide 2021	BTPO Planning Area			
			2018	2019	2020	2021
Interstate NHS in Good Condition	>= 50%	57.8%	63.0%	50.0%	34.8%	19.3%
Interstate NHS in Poor Condition	<= 4%	0.3%	0.0%	0.0%	0.0%	0.0%
Non-Interstate NHS in Good Condition	>= 50%	40.3%	91.0%	36.0%	42.4%	41.2%
Non-Interstate NHS in Poor Condition	<= 4%	0.7%	0.0%	0.0%	1.5%	0.7%



Figure 2 Pavement Condition for National Highway System

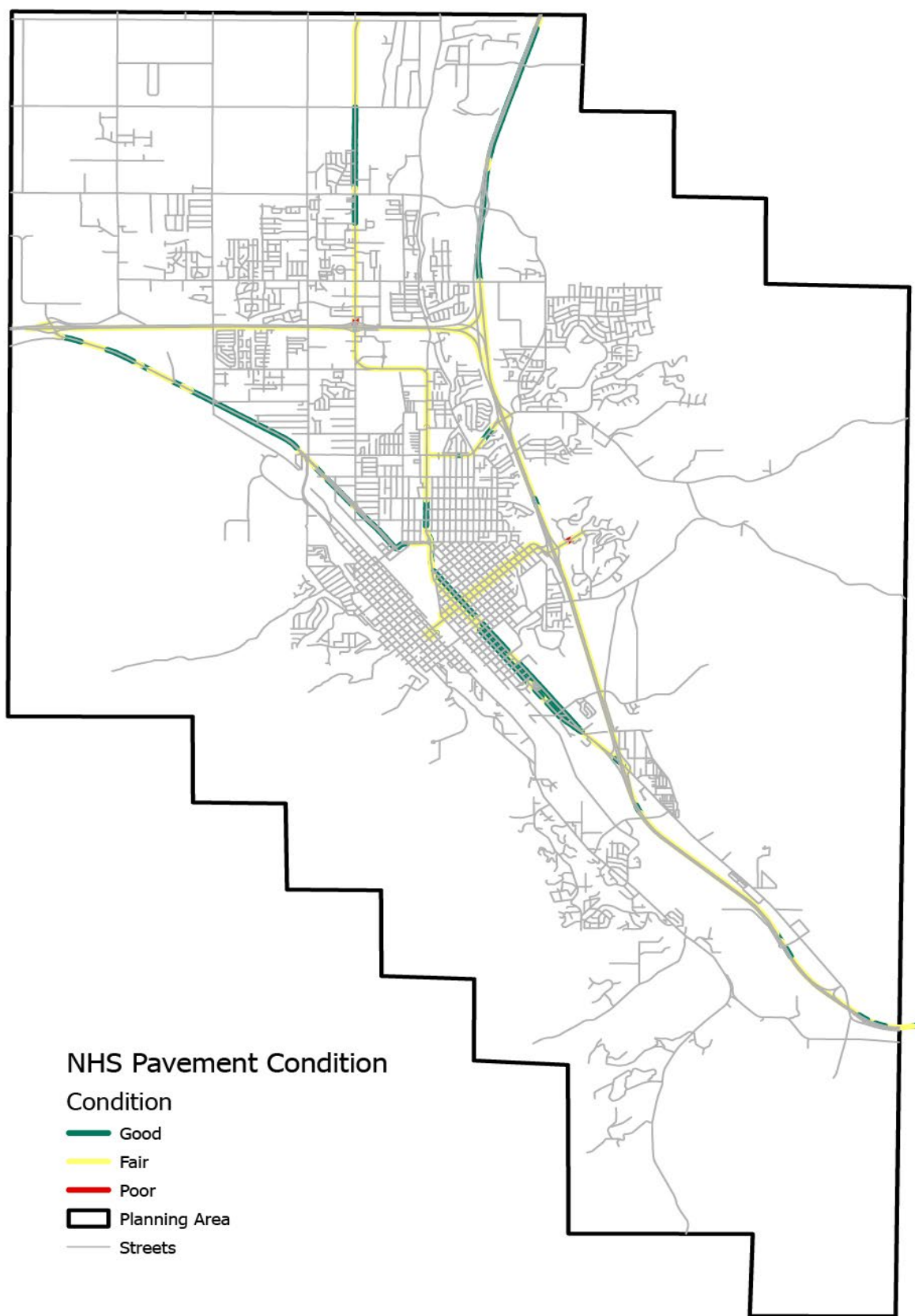


Table 8 identifies the projects in the TIP that specifically address national Highway System pavement conditions.

Table 8 Projects that Support Pavement Condition Performance Measures

Key Number	Program Year	Project Name	Improvement	Total Cost
ORN239 322	2026	I-86 Rainbow Road to West Pocatello IC	Pavement Rehabilitation	\$ 8,357,000
20589	2022	I-86/I-15 Interchange complex	The pavement near the interchange will be rebuilt as part of the project. The pavement in this area is in Fair condition.	\$109,856,000

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 good bridge rating requires that the bridge deck, superstructure, and substructure all have a score 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 9 NHS Bridges Condition and Performance Target

Performance Measures	ITD Statewide Target	Statewide	BTPO Planning Area		
		2021	2019	2020	2021
NHS Bridges Percent in Good condition	19.00%	18.58%	12.61%	12.62%	12.53%
NHS Bridges Percent in Poor condition	3.00%	2.85%	4.49%	8.78%	8.71%

Table 10 identifies the eight bridges that are scheduled for replacement or rehabilitation.

Table 10 Projects that support the Bridge Performance Targets

Key Number	Program Year	Project Name	Condition 2021	Total Cost
26589	2023	I-86/I-15 Interchange Complex		37,146,000
	2023	I-15 NB to I-86 WB Ramp	Good	
	2023	I-86 WB Ramp	Poor	
	2023	I-86 EB Ramp	Poor	
	2023	I-15 SB Chubbuck Road	Fair	
	2023	I-15 NB Chubbuck Road	Fair	
23933	2025	Benton Street Bridge	Poor	
	2026	I-86 West Pocatello IC	Poor	\$8,193,000

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. LOTTR is calculated for each roadway segment for the morning peak, evening peak, midday, and overnight. The segment is considered Not Reliable if any period has a ratio over 1.5. 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 11 provides the statewide targets and the performance for the State and the BTPO planning area.

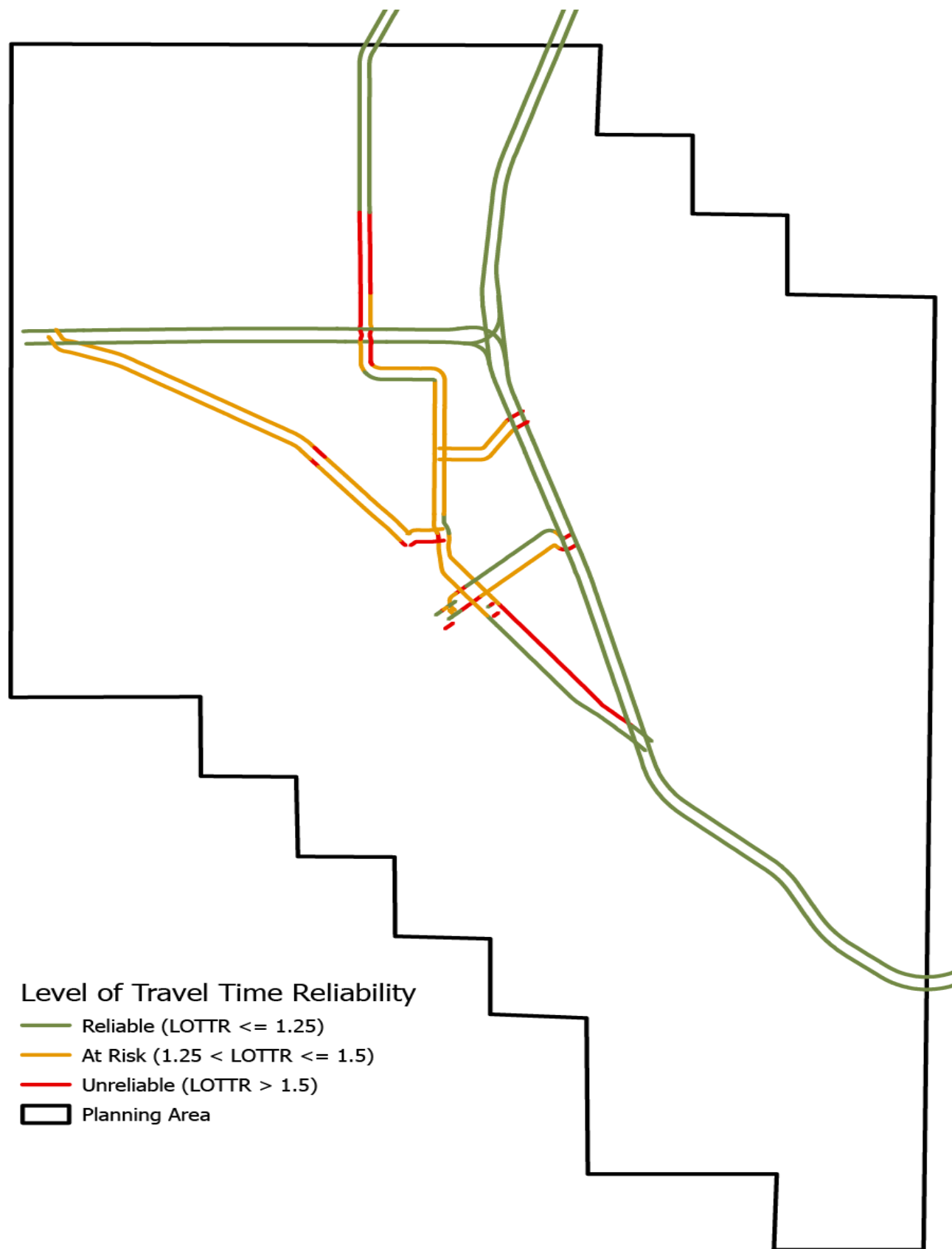
Table 11 Level of Travel Time Reliability

Performance Measures	ITD Statewide Target	2019/2020	2020/2021	2021/2022
Statewide				
Percent of person-miles traveled that are reliable - Interstate	>90%	97.3%	98.6%	98.8%
Percent of person-miles traveled that are reliable - Non-Interstate NHS	>70%	85.0%	89.5%	91.1%
Bannock Transportation Planning Organization				
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%	80.2%	85.9%	70.3%

The State and BTPO meet the Level of Travel Time Reliability targets. Figure 3 Level of Travel Time Reliability 2021, Figure 3 provides the maximum value for all periods in 2021. The Yellowstone Corridor is an area where travel time is unreliable. The TIP does not include a construction project to address the issue of Yellowstone. The region has a traffic control center and works cooperatively to improve travel time. In 2021, the South 5th corridor, shown as unreliable, had signal time changes to improve traffic flow. The results of the project improved travel time in the corridor. The Gould Street project (KN 22687) will add additional lanes and improve intersections along the corridor.



Figure 3 Level of Travel Time Reliability 2021



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The Truck Travel Time Reliability (TTTR) Index is 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. 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. There are no projects that specifically address truck travel time reliability.

Table 12 Truck Time Reliability

Performance Measures	ITD Statewide Target	Interstate Truck Time Reliability Index		
		2019/2020	2020/2021	2021/2022
Statewide	<=1.3	1.2	1.17	1.18
Bannock Transportation Planning Organization		1.25	1.19	1.19

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 provide reliable service to the community.

Table 13 Transit Assist Conditions and Targets

Performance Measure	State Target	Pocatello Regional Transit			
		2018	2019	2020	2021
Rolling Stock (The percentage of revenue vehicles that exceed useful life benchmark)	23%	38%	65%	67.0%	67.0%
Equipment (The percentage of non-revenue vehicles that exceed useful life benchmark)	65%	100%	100.0%	92.0%	69.0%
Facilities (The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale)	21%	0.00%	0.0%	0.0%	0.0%

Table 14 Projects that support the TAM Performance Measure

Key Number	Program Year	Project Name	Total Cost
19755	2023 -2026	The capital vehicle replacement project will purchase new buses to replace those beyond their useful life. An estimated three buses will be purchased	\$ 636,000
19189	2024 and 2026	The capital vehicle replacement project will purchase new buses to replace those beyond their useful life. An estimated six busses will be purchased	\$ 863,000



Public Transportation Safety

PRT approved the Public Transportation Agency Safety Plan (PTASP) in December 2020. The Public Transportation Agency Safety Plan aims to assist transit agencies in managing safety risks by developing and implementing a proactive system to address potential hazards and create a safety culture within each agency. Public Transportation Agency Safety Plan is updated and certified by FTA annually. BTPO supports PRT Public Transportation Agency Safety Plan and safety targets.

Table 15 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 2023– 2026. BTPO includes three additional years of planning purposes.

Funding Sources

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) determine the funding program for 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" 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 supports 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 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 –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 services 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. The Transportation Expansion and Congestion Mitigation (TECM) program is a new funding source for the TIP. TECM was created in 2017 by the Idaho Legislature to fund projects through a bonding program.

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. Table 16 provides the anticipated revenue by fiscal year and funding category.

Table 16 Anticipated Revenues/Estimated Project Cost by Fiscal Year and Funding Category

Funding Category	2023	2024	2025	2026	2027	2028	2029
ADA-Curb Ramp	\$ 120,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Restoration	\$ 7,028,000	\$ 2,346,000	\$ 12,970,000	\$ 21,755,000	\$ -	\$ -	\$ -
HSIP- Safety	\$ 608,000	\$ -	\$ 128,000	\$ -	\$ -	\$ -	\$ -
Pavement Restoration	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -
Safe Routes to School	\$ 64,000	\$ 60,000	\$ 60,000	\$ -	\$ -	\$ -	\$ -
Safety and Capacity	\$ 200,000	\$ -	\$ -	\$ 2,997,000	\$ 8,744,000	\$ 3,097,000	\$ -
STBG -LU	\$ -	\$ -	\$ 5,114,000	\$ -	\$ -	\$ -	\$ 4,006,000
TAP	\$ 442,000	\$ -	\$ 984,000	\$ 842,000	\$ -	\$ -	\$ -
TECM	\$ 600,000	\$ 72,000,000	\$ 72,000,000	\$ 72,000,000	\$ -	\$ -	\$ -
Grand Total	\$ 9,062,000	\$ 94,826,000	\$ 91,256,000	\$ 97,594,000	\$ 8,744,000	\$ 3,097,000	\$ 4,006,000

Transit Funding: Table 17 shows the FTA Section 5307 Urbanized Area Formula funds an annual allocation is \$155,448,000. The 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 and the MPO collaborate on programming the projects. Table 17 also 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 17 FTA Small Urban Apportionment

FTA Section 5307	2023	2024	2025	2026
Allocation	\$1,556,408	\$1,556,408	\$1,556,408	\$1,556,408
Programed	\$1,106,000	\$1,106,000	\$1,106,000	\$1,106,000
Available	\$ 450,408	\$ 450,408	\$ 450,408	\$450,408
FTA Section 5310	2023	2024	2025	2026
Allocation	\$176,000		\$244,000	
Programed	\$ 176,000		\$ 244,000	
Available	\$ 0		\$ 0	
FTA Section 5339	2023	2024	2025	2026
Allocation		\$460,000		\$230,000
Programed		460,000		\$230,000
Available		\$ 0		\$ 0

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 18 includes the five-year average revenues and expenses regardless of the source 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 no straightforward way to determine the amount spent on federal-aid highways.

Table 18 Local Operations and Maintenance Average Revenues and Expenses

Local Operations and Maintenance	Annual Average	Percentage
Revenues		
Local	\$6,738,231	60%
State	\$4,289,776	38%
Federal	\$177,541	2%
Total Revenues	\$11,205,547	100%
Expenses		
Operations and Maintenance	\$ 2,343,354	76%
Construction and Reconstructions	\$ 7,334,998	24%
Total Expenses	\$ 9,678,352	100%
Annual Average 2019 -2021. Source local roads financial report for City of Pocatello, City of Chubbuck, and Bannock County		

CONFORMITY DETERMINATION

The technical FY 2023 – 2029 TIP conformity determination is in a separate document. The TIP was found to conform with the State Implementation Plan for the Portneuf Valley Nonattainment Area.



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 and low-income populations in the United States.

The United States Department of Transportation issued 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 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 is a person having origins in any of the black racial groups of Africa.
- Hispanic or Latino is a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race.
- Asian America is 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 is 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 is 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.

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

Adverse Effects – Occur 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 and low-income populations suffer appreciably more severe or more significant in magnitude than the adverse effect of the nonminority population and non-low-income population.

The EJ Executive Order 12898 focuses on minority and low-income populations. The demographic profile in this plan provides how BTPO identifies the location of these population groups. The BTPO reviewed transportation projects in areas with high low-income or minority populations. Low income, for this analysis, refers to Census block groups with a concentration of low-income persons greater than or equal to 1.5 times the BTPO 2020 average of 14.9 percent. Minority populations refer to Census block groups with a concentration of low-income persons greater than or equal to 1.5 times the BTPO average of 16.00 percent. Figure 4 identifies the Census Block Groups with high, low-income, or minority populations.

Table 20 Identifies the type of adverse effects or benefits by the type of impact. Table 21 shows the TIP projects in the high EJ areas by impact type. When evaluating a project's potential benefit or burden, it should be noted that each type of project has a unique set of impacts and will affect individual populations differently.

Seven of the fourteen (14) location-specific projects are bicycle and pedestrian-related. Safe Route to School projects provides benefits to improved safety and pedestrian access. Construction of the two ADA Curb Ramp projects is short, and impacts are primarily rerouting of pedestrian activity. The three pathway projects are off the street network except for the Brennan Trail. Brennan Trail has a short section that runs along North Main Street, and no adverse effects are anticipated.

Gould Street – Yellowstone to Garrett Way project will widen the roadway and reconstruct several intersections. The Gould Street project underwent a public outreach to the neighboring community during the project's planning phase. The planning study did not identify any adverse effects on environmental justice areas.

Four projects are on the I-15 corridor, and the South 5th interchange is near existing residential areas. There are short-term impacts related to the construction of the projects.

Figure 4 Environmental Justice Area

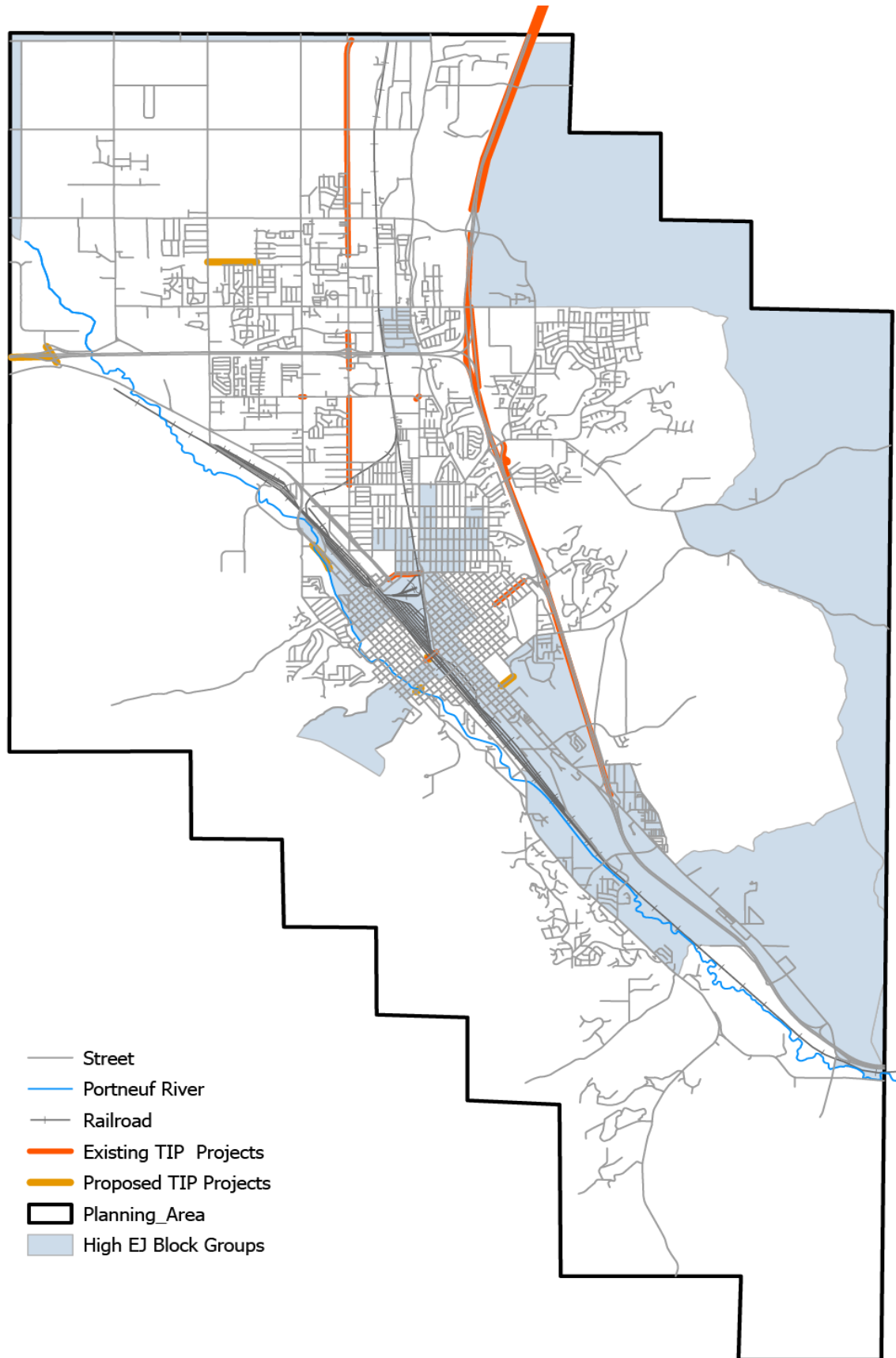


Table 19 Environmental Justice Impact Type

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 impacts mobility Decrease equity between neighborhoods	Increased safety Increased connectivity Increased mobility
Transit	Noise pollution Lack of frequency Lack of service	Improved connectivity Improved access

Table 20 FY 2023 TIP Projects within High EJ Areas by Impact Type

Key Number	Project Name	Impact Type
23697	Monte Vista to Pocatello Creek Road Pathway	Bicycle/Pedestrian
ORN23846	FY 24 SICO SRTS Coordination	Bicycle/Pedestrian
ORN23847	FY 25 SICO SRTS Coordination	Bicycle/Pedestrian
23365	FY 23, Pocatello 4 ADA Curb Ramps	Bicycle/Pedestrian
ORN23905	Brennan Trail Extension and Ped Bridge	Bicycle/Pedestrian
ORN23912	Center Steet Pedestrian Bridge	Bicycle/Pedestrian
22544	I-86 Railroad Bridge	Road Maintenance
22916	FY 23 SICO SRTS Coordination	Bicycle/Pedestrian
20589	I-86/I-15 Interchange Complex	Bridge Restoration
12098	Center Street Underpass	Road Maintenance
22687	Gould Street - Yellowstone Ave to Garrett Corridor	Road Construction
23346	I-15 Northgate to Blackfoot Environmental	Road Construction
23608	5TH Avenue to Northgate Environmental	Road Construction
23579	I-15 Northgate to Fort Hall	Road Construction
13800	Pocatello UZA Operations	Transit
13801	Pocatello UZA Capital Lease	Transit
13802	Pocatello UZA Capital	Transit
13803	Pocatello UZA Preventive Maintenance	Transit
19755	Pocatello UZA Capital	Transit
19720	Pocatello USZ Planning	Transit



Appendix B. Public Involvement

The public involvement in 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 public involvement outreach includes an advertisement in the Idaho State Journal, a post on BTPO's website, facebook, and instagram pages.



PUBLIC COMMENT OPEN

DRAFT 2023 – 2029 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/2022/07/BTPO-FY2023-Transportation-Improvement-Program-Draft.pdf>

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/2022/07/Air-Quality-Conformity-Report-2023-Draft-1.pdf>

Comment period: July 22, 2022 – August 22, 2022

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 2023 Program of Projects, the list will be approved without further public notice.

Comment Received

Comment Title: To create a funded study for an I-15 and East Terry Street interchange and improvements to E. Terry to create 4 lanes and landscaping improvements to ISU campus.

Purpose: ISU is NOT helping Pocatello and Bannock County -GROW-

Comment provided to: Bannock Transportation Planning Organization draft Transportation Improvement Program (TIP)

Issue that concerns me: ISU is NOT helping Pocatello and Bannock County -GROW- Answer: I-15 and East Terry Street interchange and improvements to E. Terry

Solution: Increase Southern Idaho student access to ISU campus with an I-15 interchange at E. Terry Street and 4 lane improvements to East Terry.

The BTPO should include a study to buy right-of-way on E. Terry to ISU campus, cost of I- 15 interchange, and cost of E. Terry improvements for 4 lane (community approved beautification) project.

Reference:

Cutting ISU some slack Martin Hackworth Idaho State Journal June 10, 2022

Mr. Hackworth Stated:

"ISU is surely in the running for the worst college town experience on the planet. ISU has made little effort to work with the community — at least for the 30 years I've been here. And it shows up in mockery and disdain when things at ISU go sideways."

Further stating:



"Everything about RISE, even the acquisition of the building that housed it, was controversial. And in the end, when it sank into ignominy like a lead balloon on Jupiter, its progenitors and cheerleaders slunk off into obscurity. ISU still has some explaining to do about exactly where the tens of millions of dollars that went into the RISE debacle ended up, with nothing to show for any of it."

The enrollment numbers between Boise State Univ. and Idaho State Univ. prove my point. ISU Total number of Faculty 1970 - 228

ISU Total number of Faculty 2019 - 826 ISU Total Student Enrollment 2019 - 12,425

Boise State University become a public Institution in 1969 Boise State University Total number of Faculty 2018 - 757 Boise State College Enrollment 1965 - 5,000

Boise State University Enrollment 1979 - 10,000 Boise State University Enrollment 1992 - 15,000 Boise State University Enrollment 2004 - 18,456 Boise State University Enrollment 2022 - 24,103

According to "University Remembers the Transformational Leadership of President Davis"

October 11, 2021

"In 1966, Idaho State was also officially designated as "the state center for pre-medical, life sciences, and medically-related education by the State Board." Today, Idaho State has not only continued to be a statewide leader in healthsciences, but is known nationally for creating a skilled, well-rounded medical workforce."

WHY HAS ISU FAILED TO BECOME THE STATEWIDE LEADER IN HEALTH SCIENCE?

WHY IS BOISE STATE UNIVERSITIES ENROLLMENT TWICE (2X) ISU's?

I am submitting the following proposal to you because it is time for the Bannock County Bannock Transportation Planning Organization to take a stand on improving E. Terry St. for student access to campus. And reduce the traffic hardship on neighborhoods west and north of 8th and Carter. Also, north of Holt Arena and east.

The reference below reflects construction that has happened elsewhere to accommodate the growth in Pocatello that should also happen for ISU, Pocatello, and Bannock County. I think ISU, businesses on Alvin Ricken Dr. and Hospital Way need to get this project (An interchange at I-15 and E. Terry Str. / Buckskin Rd.) on the list of future projects that the Idaho Department of Transportation will consider in the near future.

Reference:

Work on \$115.5 million I-86/I-15 interchange project to start this summer Idaho State Journal



February 17, 2022

https://www.idahostatejournal.com/freeaccess/work-on-115-5-million-i-86-i-15-interchange- project-to-startthissummer/article_9314852f-c629-5269-965d-b88a0ea50abb.html

It's time for an interchange at I-15 and E. Terry Str. / Buckskin Rd.

Justification:

Northgate Interchange is great and will stimulate growth north of Pocatello.

An interchange should be added at I-15 and E. Terry Str. / Buckskin Rd. to stimulate the same growth south of Center Str. as well.

An interchange at I-15 and E. Terry Str. / Buckskin Rd. is justified by the fact that Idaho Fall's two interchanges are 0.5 miles apart.

The new Northgate interchange is 1.5 miles from I-86 interchange and the I-15 and E. Terry Str. / Buckskin Rd. from Center Str. is 0.6 miles.

Boise has 9 interchanges and Pocatello has 7 if you include I-86.

This interchange will help reduce traffic on Center and 8th Ave. when Holt Arena, Stephens Performing Arts or Reed Gym has events at the same time or separate.

A new interchange at I-15 and E. Terry Str. / Buckskin Rd. will provide better access for

remote students access to Idaho State Campus.

The improved interchange at I-15 and E. Terry Str. / Buckskin Rd. will require using the full 63ft easement already available on E. Terry Str. and upgrading to 4 lanes with bike paths. The easement on E. Terry from ISU campus to I-15 was originally platted to be an arterial. I believe all the businesses on Alvin Ricken Dr. and Hospital Way would also favor this expansion.

Emergency vehicles from the south will be able to get to the Portneuf Medical facility faster.

The Bannock County Parcel viewer shows that the roadway easement is 63ft wide. That means there is room for 4 lanes (40ft), 2 bike lanes (12ft) , and sidewalks (12ft) = total width 62ft.

Thus

With effort a new interchange at I-15 and E. Terry St. is possible.

I think forward looking residents of Pocatello must take the lead to make it happen. Steve Nelson




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), prohibits 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.

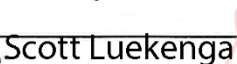
Bannock Planning Organization



Mori Byington, Planning Director

Date: Sept 14, 2022

Idaho Transportation Department



Scott Luekenga

Digitally signed by Scott

Luekenga

Date: 2022.09.15 15:48:30 -06'00'

Scott Luekenga, Planning Services Manager



Appendix D. Prior Year Projects

The Transportation Improvement Program includes all planned projects for Federal Fiscal Year 2023 to 2029. There are many projects which were included in previous Transportation Improvement Programs that have not been finalized. There is a possibility of changing the costs or scope of these projects. The table provides a list of all prior year projects FHWA has not finalized.

The following link provides the listing of prior year projects which are included in this TIP.

<https://www.bannockplanning.org/wp-content/uploads/2022/09/BTPO-Prior-Year-Projects.pdf>



