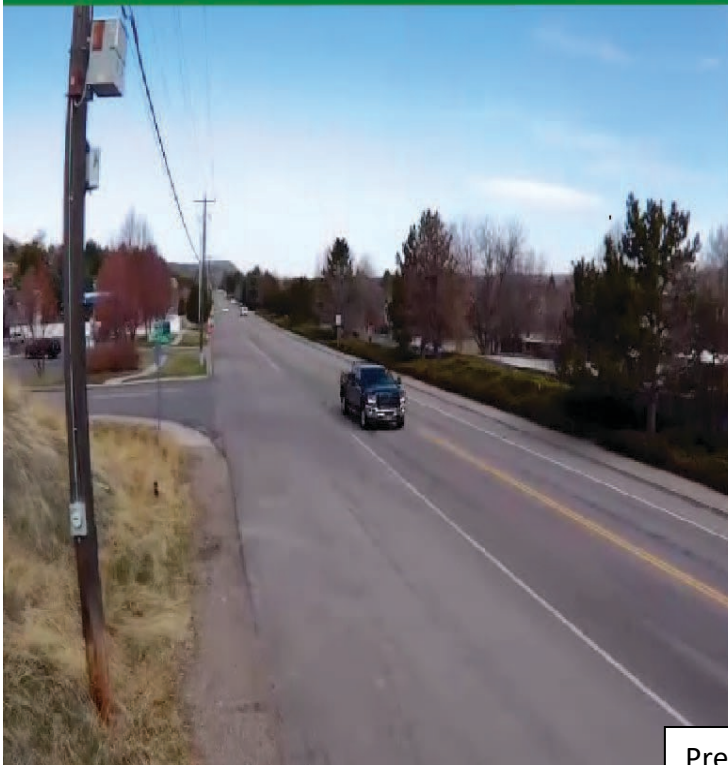


Transportation Improvement Program 2024-2030



Prepared by the Bannock Transportation Planning Organization

Transportation Improvement Program 2024-2030

Prepared By
Bannock Transportation Planning Organization
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Approved October 2, 2023

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 at 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>

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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 2024 through 2030. The Federal portion of the TIP is the first four years (2024 – 2026). The Bannock Transportation Planning Organization (BTPO) adds three 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.

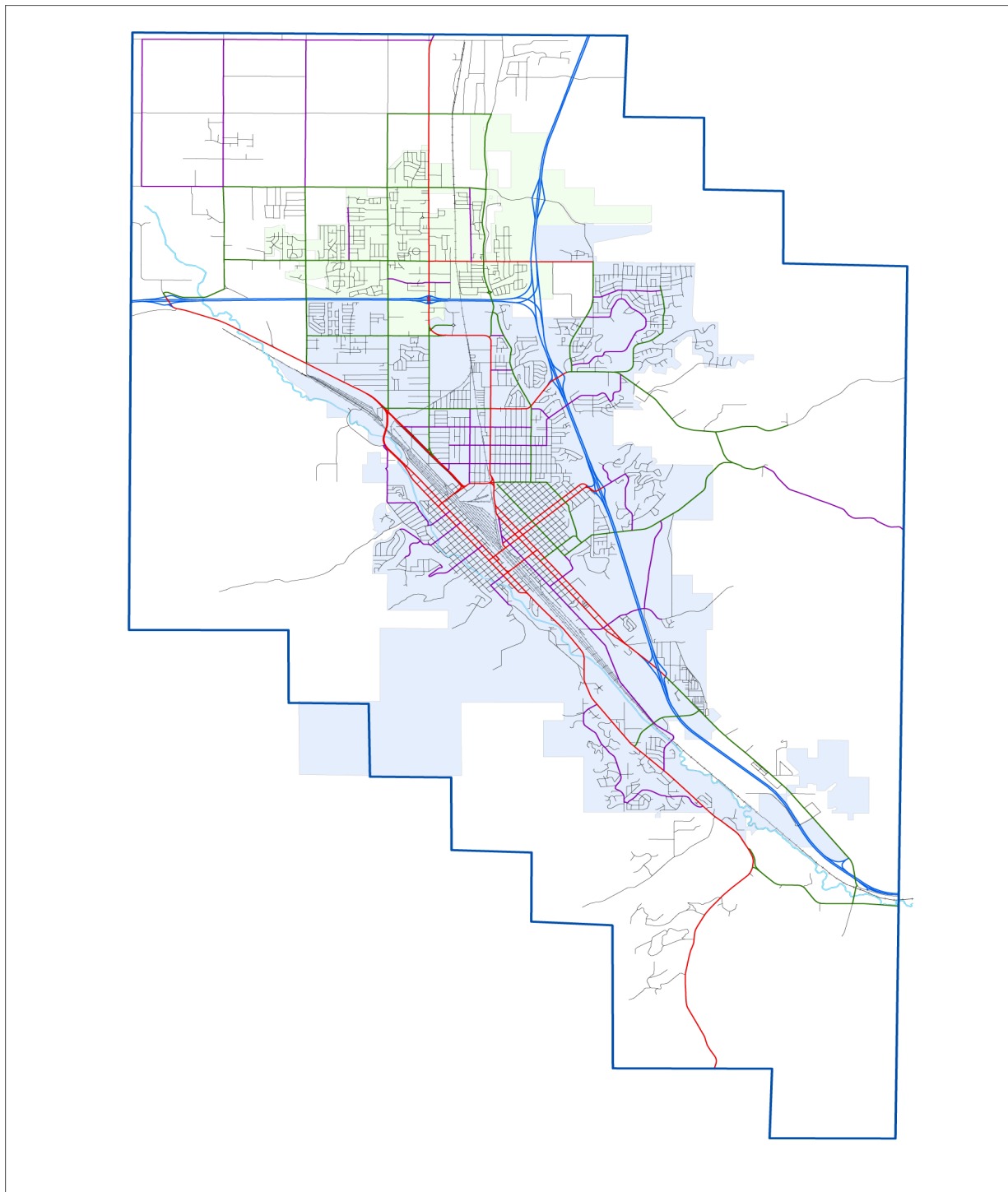
The TIP document reflects the BTPO's regional priorities for federal transportation funding. The Idaho Transportation Investment Program (ITIP), which the Idaho Transportation Department maintains, includes all transportation projects receiving Federal and State funding. The BTPO TIP is developed collaboratively with member agencies, Pocatello Regional Transit, and ITD. Once approved by the BTPO Policy Board (anticipated September 11, 2023), the TIP is submitted to ITD for inclusion in the ITIP. The ITIP is available online at [FY24 Draft-ITIP.pdf \(idaho.gov\)](#).

About the Bannock Transportation Planning Organization

Bannock Transportation Planning Organization (BTPO) is the designated transportation planning agency for the Pocatello/Chubbuck urbanized (Figure 1). 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. Serving as a regional partnership between the City of Pocatello, the 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



Legend

	Planning Area		Portneuf River		Railroad
	Chubbuck		Local		
	Pocatello		Collector		
			Minor Arterial		
			Principal Arterial		
			Interstate		

METROPOLITAN PLANNING REQUIREMENTS

BTPO maintains a continuous, cooperative, 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 the 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 in 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 focused on regional transportation planning priorities. 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 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 provides opportunities for the public to contribute to transportation decision-making at specific milestones in the development process. 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'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 7 – August 7, 2022

Policy Board Approval of the
TIP September 11, 2023



Criteria for TIP Administrative Modifications

- Any project change 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, or 5339 programs resulting 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 that 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 affects 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.
- The Planning Director informs the requesting agency of the results of the request.
- 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 2024-2030 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 maximize 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

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

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 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. 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 the 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 has given administrative responsibility for the Transportation Alternative Program (TAP) to LHTAC. There was no TAP application process this year.

PROPOSED PROJECTS

BTPO is not proposing to continue the Metropolitan Planning for FY 2026 and 2027. BTPO is also adding an update to the Metropolitan Transportation plan proposed in FY 2030. The Idaho Transportation Department proposes a pavement preservation project and widening of I-15 from the Northgate to Fort Hall. Table 1 provides additional details of the proposed projects.



Table 1 Project New to the Transportation Improvement Program

Key Number	Project Name	Project Description	Performance Measure	Year of Activity	Project Cost
23214	FY 2026 Metro Planning	Metropolitan Planning Organization (MPO) planning funds which are included in the Unified Planning and Work Program. The projects provide transportation planning services to the region.		2026	\$167,000
23215	FY 2027 Metro Planning	Metropolitan Planning Organization (MPO) planning funds which are included in the Unified Planning and Work Program. The projects provide transportation planning services to the region.		2027	\$167,000
24085	i-15 Portneuf IC # 63 to South 5th IC # 67	This project will be a major rehabilitation of the pavement on I-15 between mileposts 62.547 and 67.104 using a Cement Recycled Asphalt Base (CRABS) process. This project will extend the pavement lifecycle while addressing issues with cracking and rutting.	Infrastructure Condition	2029	\$9,000,000
24240	BTPO Planning	Planning study		2030	\$350,000
24307	I-15 Northgate to Fort Hall - South	Widening the interstate to three lanes in both directions.	Congestion	2024, 2025, 2026	\$114,150,000
24308	I-15 Northgate to Fort Hall - North	Widening the interstate to three lanes in both directions.	Congestion	2024, 2025, 2027	\$114,150,000
24361	North Portneuf Crossing	Extend Foothill Boulevard north to Kraft Road.		2025	\$6,570,000

PROJECT LIST

BTPO divides projects in the TIP into categories according to the mode of transportation or project purpose. The list includes the proposed project and those listed in the previous TIP. Table 2 lists highway, pedestrian, and bicycle projects. Table 3 identifies all public transportation projects. Table 4 identifies the planning projects.



FY 2024 -2030 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		
						2024	2025	2026	2027	2028	2029	2030/PD
12098	Center Street Underpass	Demonstration	Construction	\$ 2,057	\$ -	\$ 2,057	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STP-7341 299.119 - 299.208		Development	\$ 1,052	\$ 1,052	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	City of Pocatello		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Infrastructure Condition		Federal Funds		\$ 1,906	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Exempt		Non-Federal		\$ 151	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	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.											
20589	I-86/I-15 Interchange Complex	Bridge Restoration	Construction	\$ 28,195	\$ -	\$ 28,195	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	I-86/I-15 0.0 - 0.0		Development	\$ 3,159	\$ 3,159	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Idaho Transportation Department		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Infrastructure Condition		Federal Funds		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Exempt		Non-Federal		\$ 28,195	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	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.											
21860	Yellowstone Ave: Park Lawn to Siphon Rd,	Safety and Capacity	Construction	\$ 2,879	\$ -	\$ -	\$ -	\$ 2,879	\$ -	\$ -	\$ -	\$ -
	US 91 81.138 - 81.552		Development	\$ 300	\$ 250	\$ 50	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Idaho Transportation Department		Right-of-Way	\$ 2,500	\$ 2,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	N/A		Federal Funds		\$ 46	\$ -	\$ 2,668	\$ -	\$ -	\$ -	\$ -	
	Required		Non-Federal		\$ 4	\$ -	\$ 211	\$ -	\$ -	\$ -	\$ -	
	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.											
23697	Monte Vista to Pocatello Creek Road	TAP	Construction	\$ 482	\$ -	\$ 482	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	0		Development	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Pocatello		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Bicycle/Pedestrian		Federal Funds		\$ 447	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Exempt		Non-Federal		\$ 35	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	The Monte Vista to Pocatello Creek Road Project, located in Pocatello, ID in Bannock County, will construct a shared use pathway usable by bikes and pedestrians from the Monte Vista Overpass to Pocatello Creek Rd. in order to improve mobility and safety between residential and commercial districts. The pathway will be separated from traffic and allow connectivity to other paths. A portion of the pathway will travel parallel with I-15.											
23298	Flandro Drive Safety Improvement	HSIP- Safety	Construction	\$ 254	\$ -	\$ 254	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	SMA-7401 0.0 - 0.350		Development	\$ 45	\$ 45	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	City of Pocatello		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Safety		Federal Funds		\$ 235	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Exempt		Non-Federal		\$ 19	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	For the work of improving safety with the installation of a raised median, installation of sidewalk at two locations, minor Americans with Disabilities Act (ADA) compliance upgrades, improved signing and pavement striping along Flandro Drive and at the Flandro Drive/Quinn Rd Intersection.											



FY 2024 -2030 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		
						2024	2025	2026	2027	2028	2029	2030/PD
22883	Pedestrian Crossing	HSIP- Safety	Construction	\$ 606	\$ -	\$ 606	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Local 0.0 - 0.0		Development	\$ 159	\$ 159	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	City of Pocatello		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Safety		Federal Funds		\$ 562	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Exempt		Non-Federal		\$ 44	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	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											
21911	FY 25 Yellowstone Avenue; Breneman to Knudsen	HSIP- Safety	Construction	\$ 126	\$ -	\$ -	\$ 126	\$ -	\$ -	\$ -	\$ -	\$ -
	US 91 79.8 - 80.2		Development	\$ 95	\$ 95	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Idaho Transportation Department		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Safety		Federal Funds		\$ -	\$ 117	\$ -	\$ -	\$ -	\$ -	\$ -	
	0		Non-Federal		\$ -	\$ 9	\$ -	\$ -	\$ -	\$ -	\$ -	
For the work of improving safety with the installation of a raised median, installation of sidewalk at two locations, minor American with Disabilities Act compliance upgrades, improving												
22687	Gould Street - Yellowstone Ave to Garrett Corridor	Safety and Capacity	Construction	\$ 12,250	\$ -	\$ 50	\$ -	\$ -	\$ 12,200		\$ -	\$ -
	0		Development	\$ 770	\$ 770	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Idaho Transportation Department		Right-of-Way		\$ -	\$ -	\$ 1,505	\$ -	\$ -	\$ -	\$ -	\$ -
	Safety		Federal Funds		\$ 46	\$ 1,395	\$ -	\$ 11,304	\$ -	\$ -	\$ -	
	Required		Non-Federal		\$ 4	\$ 110	\$ -	\$ 895	\$ -	\$ -	\$ -	
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.												
23024	Pole Line Road -W Alameda Road to W Quinn Road	STBG -LU	Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,701
	0.626 - 1.615		Development	\$ 500	\$ -	\$ -	\$ 500	\$ -	\$ -	\$ -	\$ -	\$ -
	City of Pocatello		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Safety		Federal Funds		\$ -	\$ 463	\$ -	\$ -	\$ -	\$ -	\$ 3,429	
	Exempt		Non-Federal		\$ -	\$ 37	\$ -	\$ -	\$ -	\$ -	\$ 272	
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												
23171	US 91 - Siphon Road to Reservation Road	Safety and Capacity	Construction	\$ 4,401	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,401	\$ -	\$ -
	0		Development	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Idaho Transportation Department		Right-of-Way	\$ 1,200		\$ -	\$ -	\$ 1,200	\$ -	\$ -	\$ -	\$ -
	Safety and Capacity		Federal Funds		\$ -	\$ -	\$ 1,112	\$ -	\$ 4,078	\$ -	\$ -	
	Required		Non-Federal		\$ -	\$ -	\$ 88	\$ -	\$ 323	\$ -	\$ -	
This project will address the safety and capacity of a corridor by widening Yellowstone from Siphon Road to Tyhee Road to five lanes.												



FY 2024 -2030 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		
						2024	2025	2026	2027	2028	2029	2030/PD
23579	I-15 Northgate to Fort Hall	TECM	Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Development		\$ 18,350	\$ 17,000	\$ 1,350	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Right-of-Way		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Capacity		Federal Funds									
	Required		Non-Federal		\$ 1,350	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	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	Leading Idaho	Construction	\$ 500	\$ -	\$ 500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Development		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Right-of-Way		\$ 600	\$ -	\$ 600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Capacity		Federal Funds		\$ 1,019	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Required		Non-Federal		\$ 81	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	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											
23914	SICOG SRTS Coordination	Safe Routes to School	Construction	\$ 200	\$ -	\$ 100	\$ 100	\$ -	\$ -	\$ -	\$ -	\$ -
	Local		Development	\$ 45	\$ 45	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Southeast Idaho Council of Governments		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Infrastructure Condition		Federal Funds		\$ 93	\$ 93	\$ -	\$ -	\$ -	\$ -	\$ -	
	Exempt		Non-Federal		\$ 7	\$ 7	\$ -	\$ -	\$ -	\$ -	\$ -	
	This project provides for Safe Routes to School program personnel, education materials, encouragement incentives, special events, and indirect costs.											
23905	Brennan Trail Extension and Ped Bridge	TAP	Construction	\$ 842	\$ -	\$ -		\$ 842	\$ -	\$ -	\$ -	\$ -
	0		Development	\$ 230	\$ -		\$ 230	\$ -	\$ -	\$ -	\$ -	\$ -
	Pocatello		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Bicycle/Pedestrian		Federal Funds		\$ -	\$ 213	\$ 780	\$ -	\$ -	\$ -	\$ -	
	Exempt		Non-Federal		\$ -	\$ 17	\$ 62	\$ -	\$ -	\$ -	\$ -	
	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.											
23906	Chubbuck Canal Trail	TAP	Construction	\$ 448	\$ -	\$ -	\$ 448	\$ -	\$ -	\$ -	\$ -	\$ -
	0		Development	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Chubbuck		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Bicycle/Pedestrian		Federal Funds		\$ -	\$ 415	\$ -	\$ -	\$ -	\$ -	\$ -	
	Exempt		Non-Federal		\$ -	\$ 33	\$ -	\$ -	\$ -	\$ -	\$ -	
	Construct 1.25 mile 10 to 12 feet wide trail from Hawthorne Road to Philbin Road.											



FY 2024 -2030 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		
						2024	2025	2026	2027	2028	2029	2030/PD
23912	Center Steet Pedestrian Bridge	TAP	Construction	\$ 536	\$ -	\$ -	\$ -	\$ 536	\$ -	\$ -	\$ -	\$ -
	SMA-7241		Development	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Pocatello		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Bicycle/Pedestrian		Federal Funds	\$ -	\$ -	\$ 497	\$ -	\$ -	\$ -	\$ -	\$ -	
	Exempt		Non-Federal	\$ -	\$ -	\$ 536	\$ -	\$ -	\$ -	\$ -	\$ -	
	Construct a pedestrian bridge of Center Steet											
23876	I 86 Bridge Repair	Bridge Preservation	Construction		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,814	\$ -
	I-86 49.000 - 58.000		Development			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Idaho Transportation Department		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Infrastructure Condition		Federal Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,681	\$ -	
	Exempt		Non-Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 133	\$ -	
	This project will provide bridge deck preservation and preventative maintenance and repair to the Airport IC, Pocatello IC and Philbin Road GS bridges											
23932	Rainbow Road to West Pocatello IC WB	Pavement Restoration	Construction		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,032	\$ -	\$ -
	I-86 49.000 - 58.000		Development			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Idaho Transportation Department		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Infrastructure Condition		Federal Funds	\$ -	\$ -	\$ -	\$ -	\$ 7,442	\$ -	\$ -	\$ -	
	Exempt		Non-Federal	\$ -	\$ -	\$ -	\$ -	\$ 590	\$ -	\$ -	\$ -	
	This project is for pavement treatment on Rainbow road to West Pocatello Interchange, westbound, mileposts 49.533 - 58.344.											
23933	Rainbow Road to West Pocatello IC EB	Pavement Restoration	Construction	\$ 8,032	\$ -	\$ -	\$ -	\$ -	\$ 8,032	\$ -	\$ -	\$ -
	49.000 - 58.000		Development	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Idaho Transportation Department		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Infrastructure Condition		Federal Funds	\$ -	\$ -	\$ -	\$ 7,442	\$ -	\$ -	\$ -	\$ -	
	Exempt		Non-Federal	\$ -	\$ -	\$ -	\$ 590	\$ -	\$ -	\$ -	\$ -	
	This project is for pavement treatment on east bound I 86											
24085	Portneuf IC# 63 to South 5th IC #67	Pavement Restoration	Construction	\$ 9,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,000	\$ -
	I 15 62.547 - 67.104		Development	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Idaho Transportation Department		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Infrastructure Condition		Federal Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,339	\$ -	\$ -	
	Exempt		Non-Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 661	\$ -	\$ -	
	This project will be a major rehabilitation of the pavement on I-15 between mileposts 62.547 and 67.104 using a Cement Recycled Asphalt Base (CRABS) process. This will extend the pavement lifecycle while addressing issues with cracking and rutting.											



FY 2024 -2030 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		
						2024	2025	2026	2027	2028	2029	2030/PD
24361	North Portneuf Crossing	RAISE	Construction	\$ 7,450	\$ -	\$ 700	\$ 2,625	\$ 2,625	\$ 1,500	\$ -	\$ -	\$ -
	0		Development	\$ 300	\$ -	\$ 300	\$ -	\$ -	\$ -	\$ -	\$ -	
	City of Pocatello		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	0		Federal Funds		\$ 927	\$ 2,432	\$ 2,432	\$ 1,390	\$ -	\$ -	\$ -	
	Required		Non-Federal		\$ 73	\$ 193	\$ 193	\$ 110	\$ -	\$ -	\$ -	
	Extend Foothill Boulevard north to Kraft Road.											
24307	I-15, Northgate to Fort Hall - South	TECM	Construction	\$ 114,150	\$ -	\$ 38,500	\$ 38,500	\$ 37,150	\$ -	\$ -	\$ -	\$ -
	I 15 72.600 -76.500		Development	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Idaho Transportation Department		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Congestion		Federal Funds		\$ 35,674	\$ 35,674	\$ 34,423	\$ -	\$ -	\$ -	\$ -	
	Required		Non-Federal		\$ 2,826	\$ 2,826	\$ 2,727	\$ -	\$ -	\$ -	\$ -	
	Widen the interstate to three lanes in both directions, including replacement of structures, drainage facilities, geometrics, and interchange merge/diverge improvements.											
24308	I-15, Northgate to Fort Hall - North	TECM	Construction	\$ 114,150	\$ -	\$ 38,500	\$ 38,500	\$ 37,150	\$ -	\$ -	\$ -	\$ -
	I 15 72.600 -76.500		Development	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Idaho Transportation Department		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Congestion		Federal Funds		\$ 35,674	\$ 35,674	\$ 34,423	\$ -	\$ -	\$ -	\$ -	
	Required		Non-Federal		\$ 2,826	\$ 2,826	\$ 2,727	\$ -	\$ -	\$ -	\$ -	
	Widen the interstate to three lanes in both directions, including replacement of structures, drainage facilities, geometrics, and interchange merge/diverge improvements.											
Project costs are in future dollar value in of 1,000 dollars. The planning year 2030 includes projects the Idaho Transportation Department plans to construct in 2030 and local projects which are undergoing the initial design phase, and no construction year is implied.			Total			\$ 42,549	\$ 39,174	\$ 41,407	\$ 20,232	\$ 12,433	\$ 10,814	\$ 3,701
			Federal			\$ 1,400	\$ 730	\$ -	\$ -	\$ -	\$ -	\$ -
			Non-Federal			\$ 600	\$ 1,505	\$ 1,200	\$ -	\$ -	\$ -	\$ -



FY 2024 -2030 Transportation Improvement Program

Table 3 Transit Project List

Key #	Public Scope Statement	Funding Source	Sponsor	Total	2024	2025	2026	2027	2028	2029	2030/PD
				Federal							
				Local							
13800	Operations provide funds for the day-to-day operations of the PRT fixed route system.	5307 Sub	PRT	Total	1,500	1,500	1,500	1,500		-	
				Federal Funds	750	750	750	750			
				Local Funds	750	750	750	750			
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			
19720	Mobility management provides planning services to provide in coordinating transit services between transit providers and human service agencies.	5307 Sub	PRT	Total	38	19	19	19			
				Federal Funds	30	15	15	15			
				Local Funds	8	4	4	4			
19755	The 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	519	524	529	529			
				Federal Funds	415	419	127	127			
				Local Funds	104	105	32	32			
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				
23829	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.											



FY 2024 -2030 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			Planning	Planning Years			
						2024	2025	2026	2027	2028	2029	2030/PD
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.											
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.											
ORN24314	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.											
ORN24315	FY 2027 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.											
ORN24240	BTPO Planning	STBG-LU	Development	\$ -					\$ -			\$ 350
	BTPO			Federal Funds		\$ -	\$ -	\$ -	\$ -	\$ -		\$ 323
	Non-Federal				\$ -	\$ -	\$ -	\$ -	\$ -		\$ 26	
	Planning Study											
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			\$ 209	\$ 209	\$ 209	\$ 209	\$ -		\$ 350
			Federal			\$ 193	\$ 193	\$ 193	\$ 39	\$ -		\$ 323
			Non-Federal			\$ 15	\$ 15	\$ 15	\$ 3			\$ 26



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 2018-2022 annual average data for the BTPO planning area shows that the average fatalities and the fatality rate per 100 million VMT are consistent over time (Table 5). The Draft TIP includes six projects focusing on safety improvements (Table 6). Two road construction projects (Pole Line Road and Gould Street) add turning lanes to improve the flow and safety of the roadway. Two projects are safe routes to school projects, and one improves pedestrian crossing near Pocatello High School. The final project eliminates left-turn conflicts and will help reduce traffic crashes along the corridor.

Table 5 Safety Performance Measures and Targets

National Safety Performance Measures	BTPO Planning Area		
	2016 -2020	2017 -2021	2018 -2022
5-Year Average Number of Fatalities	3.60	4.20	4.40
5-Year Fatality Rate per 100 million VMT	0.82	0.95	0.98
5-Year Average Number of Serious Injuries	23.40	24.60	26.40
5-Year Serious Injury Rate per 100 million VMT	5.52	5.75	6.10
5-Year Average Number of Non-motorized Fatalities and Serious Injuries	6.00	5.00	5.80

Table 6 Projects that Support the Safety Performance Targets

Key Number	Program Year	Project Name	Safety Improvement	Total Cost
22883	2024	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
23846	2024	FY 24 SICO G SRTS Coordination	Safe Route to School Planning	\$ 60,000
21911	2025	Yellowstone Ave; Breneman to Knudsen	Safety improvement to add median to the center turn lane	\$ 128,000
23487	2025	FY 24 SICO G SRTS Coordination	Safe Route to School Planning	\$ 60,000
22678	2027	Gould Street - Yellowstone Ave to Garrett Way	This project will address the mobility and safety of a corridor within Pocatello. The project will include the addition of turn bays, adjustments to the signals, and an overall redesign of the corridor.	\$ 8,744,000
23024	2030	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

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. Table 7 Figure 2 shows the pavement condition by location. A summary of the Interstate and Non-Interstate National Highway System (NHS) pavement conditions is in Figure 2, and the performance data is provided in Table 7. 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

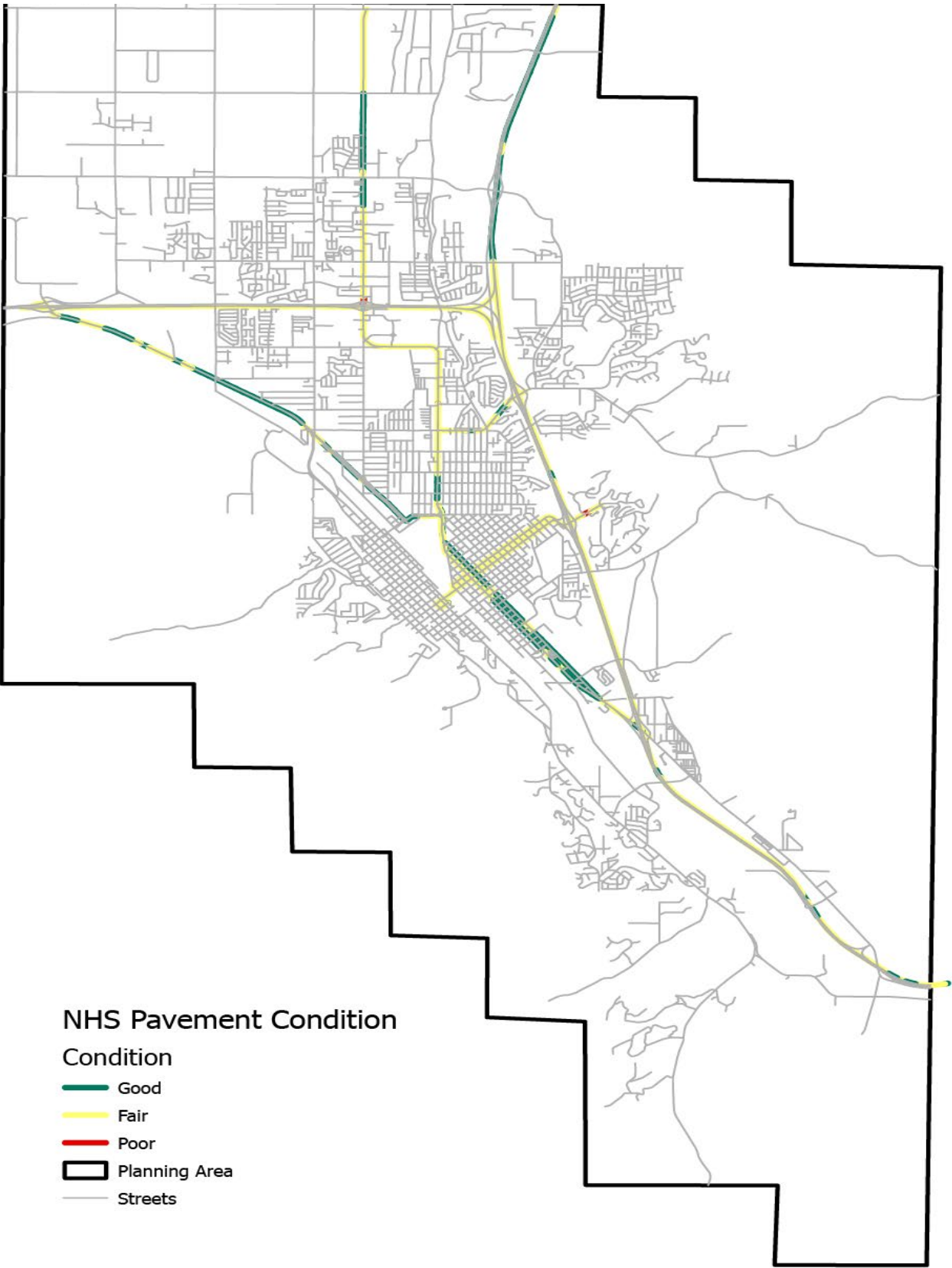


Table 8 identifies the projects in the TIP that specifically address national Highway System pavement conditions.

Table 8 Projects that Support Pavement Condition Performance Measures

Key Number	Program Year	Project Name	Improvement	Total Cost
23932	2028	Rainbow Road to West Pocatello IC EB	This project is for pavement treatment on Rainbow Road to West Pocatello Interchange, westbound, mileposts 49.533 - 58.344.	\$ 8,032,000
23933	2027	Rainbow Road to West Pocatello IC	This project is for pavement treatment on eastbound I 86	\$8,032,000
ORN24085	2029	Portneuf IC# 63 to South 5th IC #67	This project will be a major rehabilitation of the pavement on I-15 between mileposts 62.547 and 67.104 using a Cement Recycled Asphalt Base (CRABS) process. This Will extend the pavement lifecycle while addressing issues with cracking and rutting.	\$ 9,000,000

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 score good (7) or very good (8).



BTPO planning area NHS bridges reported as good is above the ITD's target of 19%. The percentage of bridges in BTPO rated as in poor condition is also above ITD's target of 3%. In 2022, only two NHS bridges were listed as in poor condition. Both are in the process of being replaced.

Table 9 NHS Bridges Condition and Performance Target

Performance Measures	ITD Statewide Target	Statewide	BTPO Planning Area		
		2022	2020	2021	2022
National Highway System Percent in Good Condition	19.00%	21.81%	25.08%	25.08%	37.33%
National Highway System Percent in Poor Condition	3.00%	2.33%	17.45%	17.45%	7.73%

The Idaho Transportation Department is reconstructing the I-86/I-15 Interchange Complex (Table 10). The project replaces eight bridges on and off the NHS. The project will add more bridges to the NHS once complete.

Table 10 Projects that Support the Bridge Performance Targets

Key Number	Program Year	Project Name	Total Cost
26589	2025	I-86/I-15 Interchange Complex	\$99,390,000
23876	2029	I 86 Bridge Repair	\$ 1,814,000

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 Percentage 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	2020	2021	2022
Statewide				
Percent of person-miles traveled that are reliable - Interstate	>90%	98.6%	98.8%	99.5%
Percent of person-miles traveled that are reliable - Non-Interstate NHS	>70%	89.5%	91.1%	91.1%
Bannock Transportation Planning Organization				

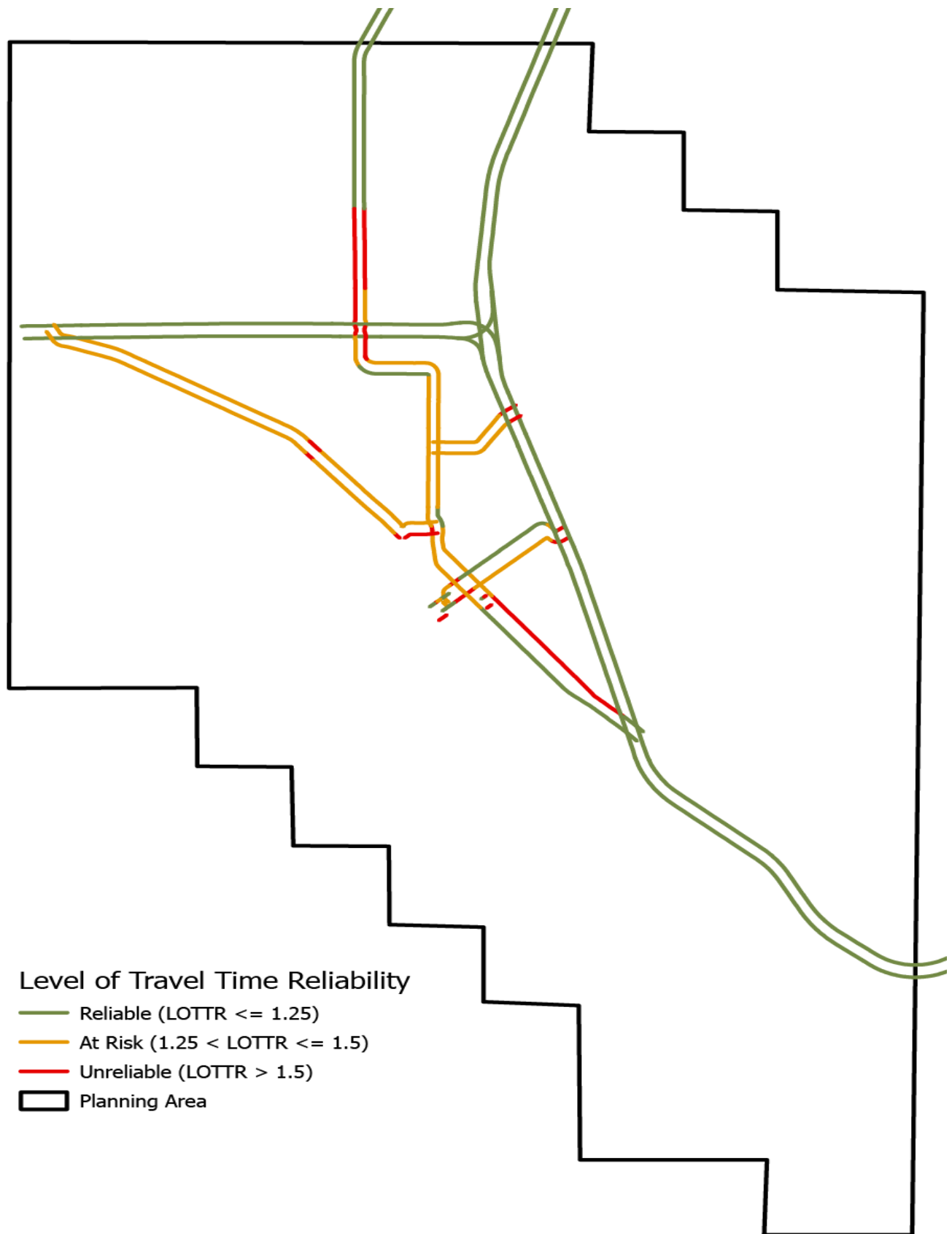


Percent of person-miles traveled that are reliable - Interstate	>90%	100%	100%	100%
Percent of person-miles traveled that are reliable - Non-Interstate NHS	>70%	93.2%	96.7%	94.3%

The State and BTPO meet the Level of Travel Time Reliability targets. Figure 3 provides the maximum value for all periods in 2022. 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 2022, 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 2022



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		
		2020	2021	2022
Statewide	<=1.3	1.17	1.18	1.21
Bannock Transportation Planning Organization		1.19	1.19	1.23

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 reflects the financial reality. PRT can put more vehicles in service if they use older vehicles. Many of the PRT vehicles are from other agencies. These vehicles have past useful life but provide reliable service to the community.

Table 13 Transit Asset 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	\$600,000
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	\$845,000

Public Transportation Safety

BTPO supports the PRT Public Transportation Agency Safety Plan and safety targets. PRT approved the Public Transportation Agency Safety Plan in February 2023. The 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.

Table 15 Public Transportation Safety Performance and Targets

Paratransit	2020	2021	2022	Average	Target
Fatalities (total)	0	0	0	0.00	0.00
Fatalities (per 100K Vehicle Revenue Miles)	0	0	0	0.00	0.00
Injuries (total)	5	2	1	2.67	2.67
Injuries (per 100K Vehicle Revenue Miles)	1.38	0.55	0.28	0.74	0.74
Safety Events (total)	9	7	5	7.00	7.00
Safety Events (per 100K Vehicle Revenue Miles)	2.48	1.93	1.38	1.93	1.93
System Reliability (per 100K Vehicle Revenue Miles)	1	2	1.33	1.44	1.44
Annual Vehicle Revenue Miles	437,163	325,956	326,552	363,224	
Fixed Route	2020	2021	2022	Average	Target
Fatalities (total)	0	0	0	0.00	0.00
Fatalities (per 100K Vehicle Revenue Miles)	0	0	0	0.00	0.00
Injuries (total)	3	1	1	1.67	1.67
Injuries (per 100K Vehicle Revenue Miles)	1.07	0.36	0.36	0.60	0.60
Safety Events (total)	9	13	4	8.67	8.67
Safety Events (per 100K Vehicle Revenue Miles)	3.21	4.64	1.43	3.09	3.09
System Reliability (per 100K Vehicle Revenue Miles)	5	5	4	4.67	4.67
Annual Vehicle Revenue Miles	296,667	284,454	258,832	279,984	
Note: Pocatello Regional Transit sets the targets at the previous three-year average.					



FINANCIAL PLAN

The TIP is a financially driven programming and planning document. Projects included in the TIP have identified federal funding and local sources identified. Funding years covered under this TIP are 2024– 2027. 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

- **The National Highway Performance Program (NHPP)** supports the condition and performance of the National Highway System (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)** 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)** aims to significantly reduce traffic fatalities and serious injuries on all public roads, including non-state-owned roads and tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads, focusing on performance.
- **Transportation Alternatives Program (TAP)** provides various alternative transportation projects. 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 purchasing and rehabilitating transit vehicles to equipment such as computers and bus stop signs.
- Preventive Maintenance –covers all maintenance costs.
- Planning Funds – supports activities 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 complimentary service 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 highway and planning project anticipated revenue by fiscal year and funding category.

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

Funding Source	2024	2025	2026	2027	2028	2029	2030/PD
Bridge Preservation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,814,000	\$ -
HSIP- Safety	\$ 860,000	\$ 125,888	\$ -	\$ -	\$ -	\$ -	\$ -
Leading Idaho	\$ 19,294,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Pavement Restoration	\$ 810,000	\$ -	\$ -	\$ 8,032,000	\$ 8,032,000	\$ 9,000,000	\$ -
Safe Routes to School	\$ 60,000	\$ 60,000	\$ -	\$ -	\$ -	\$ -	\$ -
Safety and Capacity	\$ 1,069,260	\$ -	\$ 4,079,000	\$ 16,601,000	\$ -	\$ -	\$ -
STBG -LU	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 3,701,000
TAP	\$ 482,000	\$ 678,000	\$ 1,378,000	\$ -	\$ -	\$ -	\$ -
TECM	\$ 49,421,000	\$ 38,500,000	\$ 37,150,000	\$ -	\$ -	\$ -	\$ -
Planning	\$ 209,000	\$ 209,000	\$ 209,000	\$ 209,000	\$ -	\$ -	\$ 350,000
Total	\$ 74,020,260	\$ 43,388,888	\$ 44,633,000	\$ 26,660,000	\$ 10,060,000	\$ 12,843,000	\$ 3,701,000



Transit Funding: Table 17 shows the FTA Section 5307 Urbanized Area Formula funds an annual allocation of \$1,584,318. The Pocatello Regional Transit receives FTA Section 5307 Funds directly from the Federal Transit Administration. The State of Idaho receives Small Urban allocations for Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) and Bus and Bus Facilities (Section 5339). The State can use this appropriation in any six urban areas with a population from 50,000 to 200,000. Table 18 shows the funds BTPO receives annually, and any projects scheduled in that year. ITD and the MPO collaborate on programming the projects. 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. The Pocatello Regional Transit provides the local share.



Table 17 FTA Small Urban Apportionment

FTA Section 5307	2024	2025	2026	2028
Allocation	\$1,584,318	\$1,584,318	\$1,584,318	\$1,584,318
Programed	\$ 1,659,000	\$ 1,648,000	\$ 1,356,000	\$ 1,356,000
Available	\$ (74,682)	\$ (63,682)	\$ 228,318	\$ 228,318
FTA Section 5310	2023	2024	2025	2026
Allocation	\$52,607		\$244,000	
Programed	\$ -		\$ -	
Available	\$ 52,607	\$ -	\$ 244,000	
FTA Section 5339	2023	2024	2025	2026
Allocation	\$230,000	\$230,000	\$230,000	\$230,000
Programed	\$ 460	\$ -	\$ 230	\$ -
Available	\$ 229,540	\$ 230,000	\$ 460,000	\$ 230,000

System Operations Maintenance

In addition to demonstrating that the TIP projects have identified funds to complete the project, the financial plan must 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	\$ 10,300,934	52%
State	\$ 9,559,117	48%
Federal	\$ 171,232	1%
Total Revenues	\$ 19,860,051	100%
Expenses		
Operations and Maintenance	\$ 13,825,921	85%
Construction and Reconstructions	\$ 2,379,797	15%
Total Expenses	\$ 16,205,718	100%
Annual Average 2020-2022. Source local roads financial reports for City of Pocatello, City of Chubbuck and Bannock County		

AIR QUALITY CONFORMITY

The Portneuf Valley Non-attainment 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 evaluates emissions over the twenty years of the Metropolitan Transportation Plan against the Motor Vehicle Emissions Budget (MVEB) established by the SIP. The EPA approved the Portneuf Valley Non-attainment Area SIP, effective August 14, 2006. Due to changes in requirements for air quality modeling, an amendment to the 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 budget test determines if a transportation plan or TIP conforms to the SIP. 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.

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 calculating transportation emissions.

The horizon or analysis years for the TIP are:

- Horizon Year 2030 – Within ten years of validation of the Travel Demand Model
- Horizon Year 2040 – Horizon years must be within ten years of the initial horizon year
- Horizon Year 2050 – The last year of the MTP

Table 19 shows that the 2050 Metropolitan Transportation Plan and the FY 2024-2030 Transportation Improvement Program pass the budget test for all three pollutants identified in the SIP.

Table 19 Air Quality Conformity Determination Budget Test Results

Pollutant Name/Activity	Oxides of Nitrogen (NO _x)	Volatile Organic Compounds	Primary OnRoad and RoadDust PM ₁₀ - Total
Motor Vehicle Emissions Budget 2011	856	651	498
2030 Horizon Year Emissions	291	145	430
Budget Test Results	PASS	PASS	PASS
2040 Horizon Year Emissions	231	121	456
Budget Test Results	PASS	PASS	PASS
2050 Horizon Year Emissions	244	116	475
Budget Test Results	PASS	PASS	PASS
<i>Budget test: Emissions from planned transportation system Motor Vehicle Emission budget</i>			

Appendix C provides more details on the conformity analysis and a link to the Conformity Analysis.



Appendix A. Resolution

Resolution 2023-4 Providing for the Approval of the FY 2024 – 2030 Transportation Improvement Project and Air Quality Conformity Demonstration

WHEREAS, the Bannock Transportation Planning Organization has been designated by the Governor of Idaho Metropolitan Planning Organization for the Pocatello Urbanized area;

WHEREAS, the Infrastructure Investment and Job Act (IIJA), Title 23 United States Code Section 134, Title 49 United States Code Section 5303 requires metropolitan planning organizations to develop and approve a transportation improvement program;

WHEREAS, the 1990 Clean Air Act Amendment Requires all transportation plans and programs in non-attainment and maintenance areas to demonstrate conformity to applicable state implementation plans;


WHEREAS, IIJA, Title 23 United States Code Section 134, Title 49 United States Code Section 5303 requires projects contained in the transportation improvement program to be financially constrained;

WHEREAS, a public comment period was held between July 7 and August 7, 2023, and all comments were shared with the BTPO Policy Board;

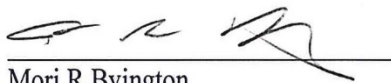
WHEREAS, the Bannock Transportation Planning Organization has developed the FY 2024-2030 Transportation Improvement Program and Air Quality Conformity Demonstration in compliance with applicable federal regulations

NOW, THEREFORE, BE IT RESOLVED that the Bannock Transportation Planning Organization Policy Board approves the FY 2024- 2030 Transportation Improvement Program and Air Quality Conformity Demonstration in compliance with applicable federal regulations

Adopted by the BTPO Policy Board meeting on October 2, 2023


Roger Hernandez, Vice-Chair
BTPO Policy Board

Attest:


Mori R Byington
Planning Director



Appendix B. 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 (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 addresses 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 all potentially affected communities' full and fair participation in the transportation decision-making.
- 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 - An 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.

Low-income Population – An 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 effects 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 severely or more significantly 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. For this analysis, low income 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.

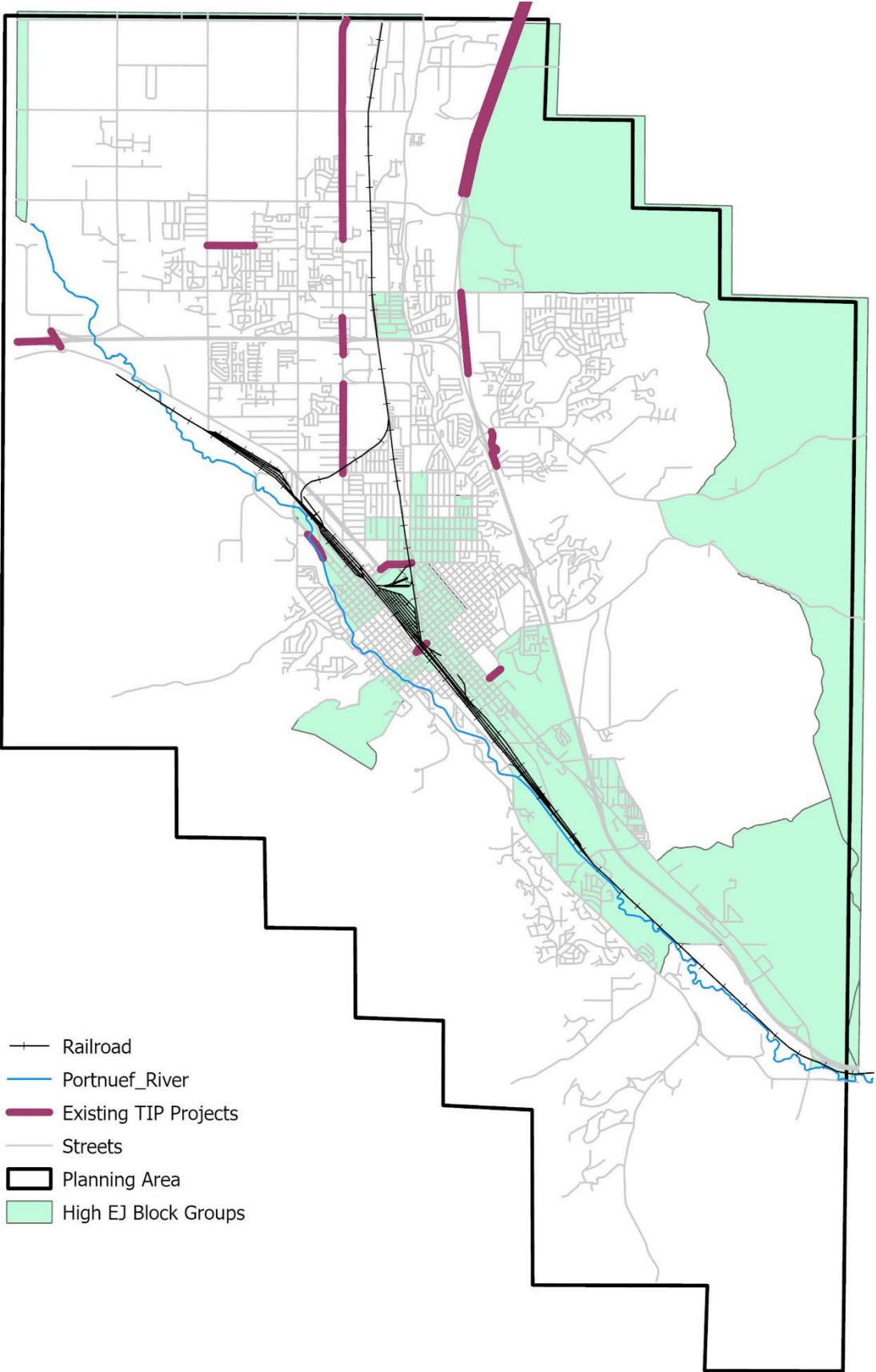
Seven of the fourteen (14) location-specific projects are bicycle and pedestrian-related. Safe Route to School projects provide benefits to improved safety and pedestrian access. Construction of the two ADA Curb Ramp projects is short, and impacts are primarily rerouting of pedestrian activity. The three pathway projects are off the street network except for the Brennan Trail. Brennan Trail has a short section along North Main Street; 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



FY 2024 -2030 Transportation Improvement Program

Table 20 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 21 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 G SRTS Coordination	Bicycle/Pedestrian
ORN23847	FY 25 SICO G SRTS Coordination	Bicycle/Pedestrian
ORN23905	Brennan Trail Extension and Ped Bridge	Bicycle/Pedestrian
ORN23912	Center Street Pedestrian Bridge	Bicycle/Pedestrian
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
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 C. Public Involvement

BTPO conducted the public involvement in the Transportation Improvement Program 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 announcement was published twice in the Idaho State Journal, including in an email announcement, website front page, and BTPO's Facebook page.



PUBLIC COMMENT OPEN

DRAFT 2024 – 2030 Transportation Improvement Program

Bannock Transportation Planning Organization's (BTPO) draft Transportation Improvement Program (TIP) lists proposed projects for the next four years plus three additional planning years. The TIP lists all federally funded projects within the Pocatello/Chubbuck metropolitan area. The TIP includes highway, bicycle, pedestrian, and public transportation projects.

To review the Transportation Improvement Program, please visit: [Public Comment Request for the Draft 2024 -2030 Transportation Improvement Program – Bannock Transportation Planning Organization \(bannockplanning.org\)](https://www.bannockplanning.org/public-comment-request-for-the-draft-2024-2030-transportation-improvement-program)

Comment period: July 7, 2023 – August 7, 2023

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 2024 Program of Projects, the list will be approved without further public notice.



Three comments were received during the comment period. Two comments were related to the link to the interactive map needing to be fixed and an incorrect description of the Flandro Drive Project. The last comment was related to the Gould Street project;

Traffic flow improvements would be made on Gould St Westbound by adding a right turn only lane Westbound at McKinley and then Garrett Way. There is ample space on the right side of Gould St that could be turned into the turning lane.



Appendix D. Conformity

The Bannock Transportation Planning Organization's (BTPO) planning area and the Portneuf Valley Non-Attainment Area (PVNAA) boundary are the same. Federal transportation rules require that "maintenance areas" demonstrate the attainment of the motor vehicle emissions budget (MVEB) in the maintenance plan. The PVNAA is required to demonstrate that transportation activities will not cause or contribute to an additional exceedance of the PM₁₀ NAAQS.

The Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) conformity determination must cover the same timeframe. Any time the MTP or TIP is modified, an update of the conformity determination is required. In 2023, BTPO is adopting a new MTP and the TIP at the same time.

Bannock Transportation Planning Organization (BTPO) is the Metropolitan Planning Organization for the PVNAA. Metropolitan Planning Organizations are required to conduct a conformity determination on the

Transportation conformity evaluates the planned transportation activities emissions against the Motor Vehicle Emissions Budget (MVEB) established by the SIP. The latest SIP for the Portneuf Valley Non-attainment Area was approved by the Environmental Protection Agency (EPA), effective August 14, 2006 ([71 FR 39574 Thursday, July 13, 2006](#)). Due to changes in the requirements for air quality modeling, an amendment to the SIP and MVEB was submitted in April 2014 and was approved by the EPA with an effective date of September 15, 2014 ([79 FR 41647, July 17, 2014](#)). The Code of Federal Regulation Title 40 CFR §93.100 – §93.129 and 40 CFR §51.390 provide the requirements and specifications for determining transportation conformity.

The State of Idaho Rules for the Control of Air Pollution in Idaho IDAPA 58.01.01.563 through 58.01.01.574 describes the rules and procedures for determining transportation conformity. The budget test determines if the MTP or TIP conforms to the SIP. The budget test compares emissions from a specific action, such as an update of the MTP or TIP, to the emissions limitation established in the budget referred to as the Motor Vehicle Emissions Budget (MVEB).

[FY 2024 – 2030 Transportation Improvement Program and 2050 Metropolitan Transportation Plan Air Quality Conformity Analysis](#)




Appendix E. Self-Certification

METROPOLITAN TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION

In accordance with 23 CFR 450.336 and 450.220, the Idaho Department of Transportation and the Bannock Planning Organization Metropolitan Planning Organization for the 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: 9-14-23

Idaho Transportation Department

 Scott Luekenga, Planning Services Manager
Date: Scott Luekenga
Digitally signed by Scott Luekenga
Date: 2023.09.15 06:54:48 -06'00'



Appendix F. Prior Year Projects

The Transportation Improvement Program includes all planned Federal Fiscal Year 2024 to 2030 projects. Projects included in previous Transportation Improvement Programs that have not been finalized are listed in this report section.

Projects in Prior STIPs

With No Final Voucher or Equivalent

Prior Year Projects Outside of MPO Areas

SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
11657	I 15B, INT ALAMEDA RD & JEFFERSON, POCATELLO	5	2017	Federal-Aid, Local Road System	POCATELLO	Project Closed	2,229,655.00
This project will improve the safety and mobility for vehicles, pedestrians and bicyclists at the intersection of Alameda Rd. and Jefferson street in Pocatello. This will be accomplished by providing additional capacity, implementing access management, and adding pedestrian and bicycle facilities to the intersection.							
12099	SMA-7031, INT HAWTHORNE & W QUINN RDS, CHUBBUCK	5	2022	Federal-Aid, Local Road System	POCATELLO	Awarded (or equiv.)	5,098,000.00
The Intersection of Hawthorne and Quinn improves intersection operations by installation of a traffic signal. The project reduces congestion during peak periods.							
12416	US 91, YELLOWSTONE AVE; ALAMEDA TO FLANDRO, Pocatello	5	2014	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	4,797,146.00
12428	US 91, YELLOWSTONE AVE & PEARL ST, POCATELLO	5	2014	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	674,537.00
12429	I 15B, INT 5TH AVE & CARTER SIGNAL, POCATELLO	5	2014	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	533,476.00
12444	OFFSYS, PORTNEUF RV LEWIS ST BRIDGE	5	2017	Federal-Aid, Local Road System	POCATELLO	Project Closed	1,263,325.00
This project will replace the existing 1948 Portneuf River Lewis St. bridge over the Portneuf River in Pocatello.							
13098	I 15B, YELLOWSTONE AVE; CEDAR TO ALAMEDA, Pocatello	5	2014	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	1,691,535.00
19053	I 15B, E ALAMEDA RD & YELLOWSTONE AVE, BANNOCK CO	5	2022	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	1,020,324.00
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.							
19867	STATE, FY20 N BANNOCK CO PAVEMENT PRESERVATION	5	2020	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	5,868,156.00
This project will rehabilitate and resurface pavement at various locations throughout Bannock County. This will be accomplished through pavement rehabilitation techniques and resurfacing.							
20028	OFFSYS, BANNOCK CO EVENT CENTER PED PATH	5	2019	Federal-Aid, Local Road System	BANNOCK COUNTY	Project Closed	531,228.00
The purpose of the Bannock County Event Center Pedestrian Path is to connect Bench Road, Fairground Drive and Chubbuck Road bike/pedestrian routes together and access two destinations: Bannock County Portneuf Wellness Complex and and Bannock County Event Center.							
20314	I 15, NORTHGATE IC, CHUBBUCK	5	2019	State Funded Program	MISCELLANEOUS	Project Closed	16,888,262.00
This project will construct a new interchange north of Pocatello on I-15 at milepost 73.6.							
20651	US 91, FY19 CHUBBUCK 12 ADA RAMPS	5	2019	State Funded Program	CHUBBUCK	Awarded (or equiv.)	40,800.00
Construct twelve Americans With Disabilities Act ramps along US-91 in Chubbuck.							
21827	I 15B, CEDAR TO FLANDRO, POCATELLO	5	2021	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	1,870,120.00
This project is a mill and inlay and should extend the life of the pavement on Yellowstone Avenue in Pocatello between Cedar and Flandro.							
22094	STATE, FY20 POCATELLO 15 ADA RAMPS	5	2020	State Funded Program	POCATELLO	Development	58,050.00
Construct 15 Americans with Disabilities Act ramps in Pocatello.							
22411	SMA-7231, S 5TH AVE SAFETY IMPROV, POCATELLO	5	2023	Federal-Aid, Local Road System	POCATELLO	Awarded (or equiv.)	349,963.00
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.							
22450	STATE, FY21 POCATELLO 11 ADA RAMPS	5	2021	State Funded Program	POCATELLO	Awarded (or equiv.)	60,000.00
Install eleven Americans with Disabilities (ADA) ramps at various locations throughout Pocatello.							
22544	I 86, UPRR BRIDGE, POCATELLO	5	2023	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	18,672,365.00
Replace the existing Union Pacific Rail Road (UPRR) Bridge for West Bound I-86 only. Also a Cement Recycled Asphalt Base (CRABS) operation will reconstruct the existing East bound and West bound roadway within project limits and bring the roadway up to current design standards. An additional West bound lane will be constructed as part of the project.							
22597	STC-7221, W CARSON ST, PORTNEUF RIVER DR, POCATELLO	5	2021	Federal-Aid, Local Road System	LOCAL HIGHWAY TECHNICA	Awarded (or equiv.)	2,568,302.30
Replace W CARSON ST, PORTNEUF RIVER DR, POCATELLO							
22973	LOCAL, FY22 POCATELLO 11 ADA RAMPS	5	2022	State Funded Program	POCATELLO	Awarded (or equiv.)	60,000.00
Construct 11 Americans with Disabilities curb ramps in Pocatello.							

