Transportation Improvement Program

FY 2026-2032

BMPO

545 Shoup Ave, Suite 257

Idaho Falls, ID 83402

Serving the citizens of Bonneville County and
the Cities of Ammon, Idaho Falls, Iona and Ucon

BONNEVILLE
METROPOLITAN
PLANNING
ORGANIZATION

Fiscal Year 2026
Transportation Improvement Program
Approved and Adopted September 17, 2025

Bonneville Metropolitan Planning Organization
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Serving the citizens of the Cities of Ammon, Idaho Falls, Iona, and Ucon
and the urbanized portions of Bonneville County

Darrell M. West
Director

This document was prepared by the Bonneville Metropolitan Planning Organization (in cooperation with the Cities of Ammon, Idaho Falls, Iona and Ucon, and Bonneville County, and the Idaho Transportation Department). It was financed in part by funds from the U.S. Department of Transportation. The opinions, findings, and conclusions expressed in this publication are those of the author and not necessarily those of the U.S. Department of Transportation.

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Resolution

FISCAL YEAR 2026-2032
TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the "Infrastructure Investment and Jobs Act" or "IIJA", as defined in 23 CFR 450 and 500 and 49 CFR 613, calls for each metropolitan planning organization to have a Transportation Improvement Program (TIP); and

WHEREAS, the BMPO Policy Board maintains the TIP is fiscally constrained by year and by each governmental entity; and

WHEREAS, the 1990 Clean Air Act Amendments require a conformity determination to be made on projects in the seven-year program in non-attainment areas, in which BMPO has been designated as an attainment area; and

WHEREAS, all projects proposed for Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding have been identified within the TIP and do not exceed the proposed funding levels available within the current program year; and

WHEREAS, the total Federal share of projects included in the second, third, fourth and/or subsequent years of the TIP do not exceed levels of funding committed, or reasonably expected to be available, to the area; and

WHEREAS, it is agreed that after Policy Board and Idaho Transportation Board approval, the TIP shall be included without modification, directly or by reference, in the State TIP program required under 23 USC 134(j), 49 USC 5303(j) and §450.324 and shall be consistent with FHWA and FTA joint approval.

THUS, BE IT KNOWN that the BMPO Policy Board hereby endorses the Fiscal Year 2026-2032 Transportation Improvement Program as presented to us in the September 17, 2025 meeting and said transportation program is in conformance with the State Transportation Improvement Program.

ADOPTED the 17th day of September, 2025

SIGNED:

_____

Lisa Burtenshaw
BMPO Policy Board Chair

SIGNED:

_____

Darrell M. West
Director

Introduction

The Bonneville Metropolitan Planning Organization (BMPO) is an agency designated by the Governor of Idaho to conduct a continuing, comprehensive, and cooperative transportation planning process in the urbanized area under the direction of elected officials from the Cities of Ammon, Idaho Falls, Iona and Ucon and the urbanized portions of Bonneville County, in conjunction with the Idaho Transportation Department (ITD). Under the requirements of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) the BMPO has the responsibility to develop a Transportation Improvement Program (TIP) for the area.

The BMPO's TIP is a short range seven-year program of highway, and transit projects for the Bonneville Metropolitan Area. It is a compilation of projects from various Federal, State and local funding programs. The TIP is updated annually.

The TIP is presented in four sections.

I. Funding

   A. Federal sources
   B. State sources
   C. Local sources
   D. Private sources

II. Programming Process

   A. Identification, evaluation and selection of projects
   B. Review and approval
   C. Fund authorization and obligation

III. TIP Amendment and Administrative Modification Process

   A. Amendments required when:
   B. Amendments Process
   C. Administrative Modifications are performed when:
   D. Administrative Modification Process

IV. Bonneville Metropolitan Area TIP

   A. Funding Programs and Projects
   B. Primary TIP Project Acronyms
   C. Legend

V. 2026 TIP Performance Measures

A. Performance Measure Targets
B. Project Application Process
C. Safety Targets
D. Safety Projects
E. Infrastructure Targets
F. Pavement Condition Projects
G. Bridge Condition Projects
H. Congestion and NHS and Freight (Travel Time Reliability) Projects

VI. Financial Plan

A. Fiscal Constraint
B. Disbursement of Federal Funds
C. System Operations and Maintenance

VII. Annual Listing

I. Funding

Funding sources for transportation improvement projects are needed if the recommended projects are to be constructed. Funds may be provided from Federal, State, and local governments as well as private developers. The following is a brief summary of available funding sources that can potentially be used in the Bonneville Metropolitan Planning Area (BMPA).

Federal Sources

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) provide the major source of funds from the federal government for transportation improvements. However, funds can be acquired from other federal agencies. The primary available federal funding sources include:

FHWA

National Highway Performance Program (NHPP)

Funds are used to support the condition and performance of the National Highway System (NHS). Eligible activities include but are not limited to the construction, reconstruction, rehabilitation and preservation of interstate and highway segments, including bridges. Safety and bicycle and pedestrian improvements are also eligible activities.

Surface Transportation Block Grant (STBG)

Funds can be used by States and localities for projects to preserve and improve the condition and performance on a Federal-aid highway and bridge on any public road. Funds can also be used for transit capital, bicycle and pedestrian and planning projects. A broad range of activities are eligible for funding. Primary activities include construction, rehabilitation and preservation of roadways and bridges.

Highway Safety Improvement Program (HSIP)

Funds support projects that improve the safety of road infrastructure by correcting hazardous locations or by making improvements. Eligible activities include strategies or projects that are consistent with the data-driven State Strategic Highway Safety Plan (SHSP). The Railway-Highway Crossings Program is included in the HSIP to fund safety improvements that reduce the number of fatalities, injuries, and crashes at public grade crossings.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Funds are provided to State and local governments for transportation projects and programs to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards. Eligible activities include but aren't limited to the operation of traffic monitoring and management programs, projects that improve traffic flow such as signalization, HOV lanes, turning lanes and projects that shift demand including telecommuting and ridesharing.

Transportation Alternatives Program (TAP)

Funds provide for alternative transportation projects. Eligible activities are primarily focused on but not limited to the construction, planning and design of infrastructure and systems that improve access for bicyclists and pedestrians and creates safe routes for non-drivers.

FTA

FTA 5303

Funds are available for transit planning activities within a metropolitan area. This includes developing plans and programs and evaluating public transportation projects.

FTA 5307

Funds are provided to local transit agencies to support public transportation services in an urbanized area. The major subcategories include:

Capital – Funds cover everything from purchase and rehabilitation of transit vehicles to purchase of equipment such as bus stop signs and computers.

Operations – Funds cover the operation of the public transportation services.

Paratransit Service – Funds are used to provide transit services to eligible riders with disabilities. The services are complementary to existing fixed route services.

Planning – Funds may be used to support planning activities as identified in the Unified Planning Work Program (UPWP).

Preventive Maintenance – Funds can be used to cover maintenance costs.

FTA 5310

Funds are available for capital expenditures of private non-profit and public agencies providing public transportation services to the elderly and disabled.

FTA 5339

Funds provide capital funding to replace, rehabilitate and purchase bus related equipment and construct bus facilities.

Other Federal

Community Development Block Grants

Funds may be used for various transportation improvements which benefit an area with low and moderate incomes, meet an urgent public health and safety need and eliminate blight.

Economic Development Grants

Funds may be used for public facilities such as access roads to industrial parks or other economically significant areas. Projects must fulfill a crucial need to improve employment opportunities in the area.

State Sources

State Funded Program - Funds used for State highway construction projects that can be developed at a lesser expense than required Federal funding. Funds may be used for pavement improvements, bridge repair, and other unanticipated projects. The amount of state highway funding can be impacted by legislation passed in any given year.

Local Sources

Local funding sources may be used as a local cash match or for transportation projects not supported by Federal funds. Local sources presently available for funding in the metropolitan area include general revenue, special improvement district, bonds, tax increment financing, and property tax levies.

Private Sources

Private funding sources may include dedications of right-of-way and new roads, development fees or actual contributions.

II. Programming Process

Identification, evaluation and selection of projects

Projects for development within the urbanized portions of Bonneville County were identified by the appropriate local and State staff members and elected officials. These projects were evaluated for reduction of overall traffic congestion; environmental impacts; ability to move goods, services and people; intermodal connectivity; conformance with transportation plans; economic feasibility to the metropolitan area; and fiscal constraint.

Typically, all major projects programmed in the TIP are a product of a metropolitan area's Long Range Transportation Plan (LRTP). The LRTP identifies needs through 2050 and was approved in April 2022. The Plan consists of highway and transit improvements to meet the perceived 20-year needs of the metropolitan area. The Plan is updated every five years or amended as needed.

Review and approval

Two primary committees assist the BMPO in development, review and approval of the TIP. The Technical Advisory Committee is composed of professional engineers and planners working for the entities within the region. It is their responsibility to advise the BMPO Policy Board regarding technical matters related to the development of the TIP. The Policy Board is composed of elected officials and transportation representatives within the area. This committee provides a policy advisory function and serves as a forum for discussion of TIP related transportation issues and policies.

The Idaho Transportation Board, as the representative of the Governor of Idaho, approves the Metropolitan TIP and includes it in the Statewide TIP.

All projects reflected in the TIP have the opportunity to be reviewed by citizens of the communities through various public participation efforts in coordination with ITD. A public notice was published in July 2025 regarding the availability of the "Draft" FY 2026 TIP with the opportunity for the public to provide comment. See Appendix A.

Fund authorization and obligation

All project development must follow the procedures outlined by Federal guidelines. Steps include completion of environmental studies, review and approval of the design, purchase of the necessary right-of-way, and approval of final plans, specifications, and estimates. Each step may be eligible to receive Federal funds, although project sponsors are encouraged and sometimes required to use their own funds for certain steps.

When a highway project reaches the construction stage, the sponsor may request authorization to advertise for bids and obligate funds from FHWA. The priorities set in developing the program

determine which will be able to receive funding. These priorities can be amended at any time by policy action of the BMPO.

The transit provider or grant recipient applies directly to FTA for fund approval of Federal-aid transit projects.

III. TIP Amendment and Administrative Modification Process

The following process will be used when an amendment or administrative modification is required to the TIP.

The intent of this process is to streamline the TIP review and approval process by identifying those TIP modifications which require BMPO review and action and those that can be approved by BMPO staff.

Amendments are required when:

- Adding a new non-grouped project into the four-year TIP. This includes projects that advance from development years and preliminary development (PD) into the four-year TIP.
- Removing a non-grouped project within the first four years of the approved TIP including projects that delay from the four-year TIP to a development year or preliminary development (PD).
- For state projects, either the percentage change to an individual project's total cost (meaning combined project phases) is 30% or greater and at least $1,000,000 or the total project cost changes by at least $5,000,000.
- For local projects, either that percentage change to an individual project's total cost (meaning combines project phases) is greater than 30% or the total project cost changes by at least $2,000,000. This rule is applicable for projects with an original total cost of $500,000 or more.
- A project with an original total cost of less than $500,000 and the cost changes by $150,000 or more.
- The same criteria applies, as noted in amendment requirements #3 and #4. To cost changes to a group control total of one or more grouped projects.
- Change in funding across modes (e.g. funding source changes from highway to transit or vice versa) unless the project is grouped.
- Major changes in non-grouped project scope (e.g. number of through traffic lanes, project termini that extends over a half mile on either side, removal of multimodal elements, etc.).

Amendment Process

- Post and advertise amendment for 15 days prior to review by TAC (see Public Involvement Plan).
- TAC reviews and makes a recommendation of approval or disapproval to the Policy Board for consideration.
- Policy Board reviews and approves or disapproves the amendment.

- Notify ITD of action taken by Policy Board.
- If approved the amendment is posted on the BMPO's website.

Administrative Modifications are performed when:

Administrative Modifications are performed for any project changes other than those described for amendments (III. TIP Amendment and Administrative Modification Process; Amendments are required when) and include such items as:

- The inclusion of changes through the End-of-Year program and redistribution that were not identified as being funded prior to the approval of the new TIP by Policy Board.
- The mirroring of existing TIP with a new TIP to align first quarter obligations, after BMPO Policy Board approval of the new TIP.

Additionally, any corrections to errors in the TIP will be handled as Administrative Modifications.

These include corrections to:

- Improvement type
- Project limits
- Functional classifications
- Typographical errors
- Transposed numbers
- Key numbers
- Project description (not changing the scope)

Administrative Modification Process

- Post modification on website.
- Inform TAC and Policy Board via consent items.
- As appropriate, notify all other agencies that modification has been posted.

IV. Bonneville Metropolitan Area Transportation Improvement Program

Funding Programs and Projects

The TIP is a consolidation of Federal-aid projects for the region. The subsequent project funding tables identify projects that have been grouped, major highway construction projects and transit operating, capital assistance and planning projects. Regionally significant projects having an impact on the regional transportation system are also identified if such projects are under development. These projects are: (1) substantial such as major widenings, re-alignments, etc., (2) major transportation facilities such as a principal arterial and (3) when other federal, state, local or private sources are used.

The TIP identifies the priorities of each project by year. Each project is identified by its location, type of work, funding category, estimated construction cost, and sponsor. Priorities are not identified for projects within the same fiscal year. Projects scheduled for the first four years of the program are eligible to receive funding during the programs first year. Projects beyond four years are for informational purposes only and an amendment to the TIP is required to move them to the first four years of the program.

Figures 1 and 2, located on pages 27 and 28, identify the general location of specific infrastructure investments within the BMPA. Note: infrastructure projects that do not have a defined location e.g., area-wide or district-wide are not shown.

Primary TIP Project Acronyms

NHS - National Highway System
IM - Interstate Maintenance
PD - Preliminary Development
PL - Planning
RRX - Railroad Crossing
RW - Right-of-Way
SR2S - Safe Routes to School
STBG - Surface Transportation Block Grant
CE/CN – Construction Engineering/Construction
PE/PC – Preliminary Engineering/Preliminary Construction

Legend

Green – Bonneville County Project Sponsor
Yellow – City of Idaho Falls Project Sponsor
Purple – City of Ammon Project Sponsor
Red – Idaho Transportation Department Project Sponsor
Blue – Public Transportation Project
Gray – Projects for Other Planning Entities

BMPA FY 2026 TIP

	Project Sponsor	Phase	Prior Year Program	2026	2027	2028	2029	2030	2031	2032	PD/ PD Unfunded	Federal Aid	Sponsor Match	Total
	City of Ammon	CE/CN	0	399	1143	976	0	0	0	0	0	2333	185	2518
		PE/PC	227	0	116	0	0	0	0	0	0	315	28	343
		RW	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL		**227**	**399**	**1259**	**976**	**0**	**0**	**0**	**0**	**0**	**2648**	**213**	**2861**
	Bonneville County	CE/CN	0	9011	0	0	0	0	585	0	1013	9874	735	10609
		PE/PC	2134	0	0	0	0	24	0	0	0	2001	157	2158
		RW	0	40	0	200	0	0	0	0	0	223	17	240
	TOTAL		**2134**	**9051**	**0**	**200**	**0**	**24**	**585**	**0**	**1013**	**12098**	**909**	**13007**
	City of Idaho Falls	CE/CN	0	2327	1196	4374	1695	2600	779	0	504	12487	988	13475
		PE/PC	462	0	100	0	0	5	0	0	0	525	42	567
		RW	0	50	0	20	0	0	0	0	0	65	5	70
	TOTAL		**462**	**2377**	**1296**	**4394**	**1695**	**2605**	**779**	**0**	**504**	**13077**	**1035**	**14112**
	Idaho Transportation Department (ITD)	CE/CN	350	43177	2679	15000	0	3024	0	7592	47944	80996	38770	119766
		PE/PC	16525	4000	62	0	0	0	0	0	0	11545	9042	20587
		RW	8155	8000	0	1000	0	0	0	0	0	15897	1258	17155
	TOTAL		**25030**	**55177**	**2741**	**16000**	**0**	**3024**	**0**	**7592**	**47944**	**108438**	**49070**	**157508**
	Other Planning Entities		0	444	446	447	341	261	261	261	0	2282	179	2461
	ITD (Public Transportation Projects)		0	2869	2920	2685	2739	0	0	0	0	8971	2242	11213

BMPA FY 2026 by Numerical Key Number

Key Number	Project Description / Funding Category / Project Sponsor	Phase	Prior Year Program	2026	2027	2028	2029	2030	2031	2032	PD	PD Unfunded	Federal Aid	Sponsor Match	Total
20114	US-20, Expressway Median Cable Barrier/ Bonneville County/ HSIP / ITD	CE/CN								7592			7035	557	7592
		PE/PC	110										102	8	110
		RW											0	0	0
20243	45th East - Sand Creek Bridge Replacement / Bridge Off-System / Bonneville County	CE/CN		2900									2687	213	2900
		PE/PC	580										537	43	580
		RW		20									19	1	20
20438	45th East - Willow Creek Bridge Replacement / Bridge Local / Bonneville County	CE/CN		2443									2264	179	2443
		PE/PC	548										508	40	548
		RW		20									19	1	20
20535	1st Street, Ammon Road to 45th East - Widening / STBG-Urban / Bonneville County	CE/CN		2334									2163	171	2334
		PE/PC	675										625	50	675
		RW											0	0	0
20539	US-26, Instersection Improvements 45th and 55th, Idaho Falls / HSIP / ITD	CE/CN						3024					2802	222	3024
		PE/PC	925										857	68	925
		RW	5										5	0	5
21923	US26, JCT Hitt Road (25th E), Bonneville Co. Intersection Improvement / HSIP and National Highway System / ITD	CE/CN	350	11612									11084	878	11962
		PE/PC	1100										1019	81	1100
		RW	8150										7552	598	8150
22041	SR2S D91/93 Coordination / Transportation Alternatives Program / School Districts 91/93			108	108	108							300	24	324
22222	US20, JCT I-15 Connector (New Route) / TECM Bonding - State Leading Idaho / ITD	CE/CN		15000		15000							0	30000	30000
		PE/PC	11510	4000									6844	8666	15510
		RW		8000									7413	587	8000
22689	US20/26 Connector, Idaho Falls / National Highway System / ITD	CE/CN										20500	18995	1505	20500
		PE/PC	2100										1938	162	2100
		RW											0	0	0

Key Number	Project Description / Funding Category / Project Sponsor	Phase	Prior Year Program	2026	2027	2028	2029	2030	2031	2032	PD	PD Unfunded	Federal Aid	Sponsor Match	Total
23023	Elm Street Reconstruction; Yellow stone to S. Blvd / STBG-Urban / City of Idaho Falls	CE/CN		1169									1083	86	1169
		PE/PC	162										150	12	162
		RW											0	0	0
23246	US-20, Lew isville IC to Rigby IC, Auxilary Lanes / National Highw ay System and HSIP / ITD	CE/CN										27444	25429	2015	27444
		PE/PC	750										695	55	750
		RW				1000							927	73	1000
23247	I-15B, City of Idaho Falls Lighting Upgrade / National Highw ay System and Leading Idaho / ITD	CE/CN			2377								0	2377	2377
		PE/PC	30										28	2	30
		RW											0	0	0
23302	Woodruff Avenue, US-26 to Lincoln Expansion / STBG-Urban / City of Idaho Falls	CE/CN				3382							3134	248	3382
		PE/PC	300										278	22	300
		RW											0	0	0
23303	17th Street, Hitt to Avocet Pavement Rehabilitation / STBG-Urban / City of Ammon	CE/CN			1036								960	76	1036
		PE/PC	143										130	13	143
		RW											0	0	0
23304	17th/Curlew Intersection Improvements / STBG-Urban / City of Ammon	CE/CN			107								99	8	107
		PE/PC	29										27	2	29
		RW											0	0	0
23373	SH-43, UPPR RRX, Ucon / Federal RRX / Bonneville County	CE/CN							275				275	0	275
		PE/PC						12					12	0	12
		RW											0	0	0
23384	25th East, EIRR RRX / Federal RRX / Bonneville County	CE/CN							310				310	0	310
		PE/PC						12					12	0	12
		RW											0	0	0
23395	Metropolitan Area Transportation Planning / PL / BMPO			261									242	19	261

Key Number	Project Description / Funding Category / Project Sponsor	Phase	Prior Year Program	2026	2027	2028	2029	2030	2031	2032	PD	PD Unfunded	Federal Aid	Sponsor Match	Total
23702	Woodruff Ave, Meppen Canal to Lincoln Pavement Overlay / STBG-Urban / City of Idaho Falls	CE/CN					1307						1211	96	1307
		PE/PC											0	0	0
		RW											0	0	0
23703	Citywide Radar Signs / STBG-Urban / City of Idaho Falls	CE/CN					388						360	28	388
		PE/PC											0	0	0
		RW											0	0	0
23778	Metropolitan Area Transportation Planning / PL / BMPO				261								242	19	261
23779	Metropolitan Area Transportation Planning / PL / BMPO					261							242	19	261
23780	Metropolitan Area Transportation Planning / PL / BMPO						261						242	19	261
23889	5th E (Holmes Ave) and 49th South Signal / LHSIP / Bonneville County	CE/CN		1334									1236	98	1334
		PE/PC	331										307	24	331
		RW											0	0	0
23914	49th South Community Trail / Transportation Alternatives Program / City of Ammon	CE/CN		399									370	29	399
		PE/PC	55										51	4	55
		RW											0	0	0
24241	Holmes, Sunnyside to Taylorview Roadway Improvements / STBG-U / Idaho Falls	CE/CN						2600	779				3131	248	3379
		PE/PC											0	0	0
		RW				20							19	1	20
24242	Ammon/1st Street Intersection Improvements / STBG-U / Bonneville County	CE/CN									1013		939	74	1013
		PE/PC											0	0	0
		RW				200							185	15	200

Key Number	Project Description / Funding Category / Project Sponsor	Phase	Prior Year Program	2026	2027	2028	2029	2030	2031	2032	PD	PD Unfunded	Federal Aid	Sponsor Match	Total
24285	15th E and 49th S Intersection Safety Improvements / HSIP / Idaho Falls	CE/CN			1196								1109	87	1196
		PE/PC											0	0	0
		RW		50									46	4	50
24507	US-20, Idaho Falls to Rigby Mill and Overlay / National Highway System / ITD	CE/CN		16565									15349	1216	16565
		PE/PC											0	0	0
		RW											0	0	0
24656	Sunnyside and 17th Street Microseals / STBG-Urban / City of Idaho Falls	CE/CN									504		467	37	504
		PE/PC						5					5	0	5
		RW											0	0	0
24673	Little Sand Pathway / Transportation Alternatives Program / City of Ammon	CE/CN				976							904	72	976
		PE/PC			116								107	9	116
		RW											0	0	0
24678	Tautphaus Park East Loop Path / Transportation Alternatives Program / City of Idaho Falls	CE/CN				496							459	37	496
		PE/PC			50								46	4	50
		RW											0	0	0
24679	Idaho Canal Trail; Lovejoy to Lincoln / Transportation Alternatives Program / City of Idaho Falls	CE/CN				496							459	37	496
		PE/PC			50								46	4	50
		RW											0	0	0
24704	Idaho Canal Path; Sunnyside to 49th South / Carbon Reduction Program / City of Idaho Falls	CE/CN		380									353	27	380
		PE/PC											0	0	0
		RW											0	0	0
24705	Yellowstone Avenue Sidewalk / Carbon Reduction Program / City of Idaho Falls	CE/CN		778									721	57	778
		PE/PC											0	0	0
		RW											0	0	0

Key Number	Project Description / Funding Category / Project Sponsor	Phase	Prior Year Program	2026	2027	2028	2029	2030	2031	2032	PD	PD Unfunded	Federal Aid	Sponsor Match	Total
24878	Metropolitan Area Transportation Planning / PL / BMPO							261					242	19	261
24879	Metropolitan Area Transportation Planning / PL / BMPO								261				242	19	261
24880	Metropolitan Area Transportation Planning / PL / BMPO									261			242	19	261
25051	PED Countdown Timers (GS), Idaho Falls / HSIP / City of Idaho Falls	CE/CN			302								302	0	302
		PE/PC			62								62	0	62
		RW											0	0	0
14306	Metropolitan Area Transportation Planning / FTA 5303 / BMPO			75	77	78	80						288	22	310
19753	Capital Service Contract / 5307 / ITD			2581	2632	2685	2739						8510	2127	10637
24751	Elderly Accessible Shuttle (Easy Ride) / FTA 5310 / GIFT Inc.			288	288								461	115	576

V. 2026 TIP Performance Measures

The previous two federal transportation authorization bills, Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America's Surface Transportation (FAST) Act, established a Transportation Performance Management (TPM) framework for performance based on planning and programming. The Infrastructure Investment and Jobs Act (IIJA) continues that process. The Federal Highway Administration (FHWA) has established six interrelated performance rules or priorities to address the challenges associated with the national transportation system. These include:

- Improve safety
- Maintain infrastructure condition (pavement and bridge)
- Reduce traffic congestion
- Improve system efficiency and freight movement
- Protect the environment
- Reduce delay in project delivery

State Departments of Transportation and Metropolitan Planning Organizations are responsible for establishing targets related to the applicable performance measures.

Performance Measure Targets

The Bonneville Metropolitan Planning Organization (BMPO) has agreed to support the targets established by the Idaho Transportation Department (ITD) and fulfill the responsibilities assigned in the ITD/MPO Standard Operating Procedures for Providing Data and Reporting Performance and Targets. Idaho targets and achievements can be at the Federal Highway Administrations Transportation Performance Management website. This chapter illustrates the efforts that have been and will continue to be applied by BMPO to support the attainment of ITD targets via the Transportation Improvement Program (TIP) process.

Project Application Process

Based on long range planning strategies, BMPO encourages the submittal, selection and prioritization of projects that address transportation performance measure and targets. The current Surface Transportation Block Grant (STBG) Program application process recognizes and awards projects that reduce congestion, address high accident locations, preserve and enhance the current transportation system through pavement, operational and bridge improvements, and by protecting the environment. Therefore, prioritized projects recommended for programming include elements that directly impact the performance of the transportation system.

Sponsors in the BMPO carefully select and submit projects such as safety, bridge, rail and pavement for other federal transportation funding opportunities that address performance measures. Not all projects are selected for programming. However, such project submittals show

a commitment to improve the transportation system.

Safety Targets

The goal is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The following table outlines safety targets established by ITD to improve upon the five-year statewide average 2025. BMPO has agreed to support the statewide five-year rolling average safety targets. Note: Rates are per 100 million VMT. These targets include the following averages and rates:

- Rate of Fatalities – 238
- Fatalities per vehicle miles traveled (VMT) – 1.32
- Serious Injuries per year – 1,224
- Serious Injuries per vehicle miles travelled (VMT) – 6.82
- Non-motorized Fatalities and Serious Injuries – 116

Safety Projects

The projects listed below emphasize safety and are included in the FY 2026-2032 TIP. Note since the performance measures are based on a five-year rolling average, the impact of programmed projects will not be realized for several years but will help ITD reach future targets.
Even though a detailed analysis has not been completed the projects contain safety elements consistent with Crash Modification Factors (CMF) Clearinghouse and were selected and prioritized for programming based on, in part or in totality, because of unsafe circumstances, the number and type of accidents and methods needed to remedy the situation.

- 20114 – US-20 Expressway; median cable barrier.
- 20535 – 1st Street, Ammon Rd to 45th East widening; center turn lane on two-lane undivided roadway.
- 20539 – US-26 Alternative Intersection Improvements; evaluate alternative intersection designs to reduce conflicts.
- 21923 – US26, Jct. Hitt Road (25th Intersection Improvement); redesign intersection.
- 22222 – US-20, JCT I-15 Connector.
- 22689 – US-20/US-26 Connector; modify and/or relocate interchanges.
- 23023 – Elm Street Reconstruction; Yellowstone to South Blvd; remove rutted pavement and parabolic crown.
- 23246 – US-20, Lewisville IC to Rigby IC; auxiliary lanes.
- 23247 – I-15B, City of Idaho Falls Lighting Upgrade.
- 23302 – Woodruff Avenue, US-26 to Lincoln roadway expansion, widen to five lanes with center turn lane.
- 23304 – 17th/Curlew intersection improvements.
- 23373 – SH-43, Ucon Connector, RRX concrete planking.
- 23384 – 25th East, RRX surface.
- 23703 – Citywide Radar Signs.

- 23889 – 5th E and 49th S intersection improvements.
- 24241 – Holmes, Sunnyside to Taylorview roadway improvements.
- 24242 – Ammon /1st Street intersection improvements.
- 24285 – 15th E and 49th S intersection improvements.

Multiple planning projects also aim at educating and encouraging safe travel as well as identifying solutions for the design and construction of improvements that will reduce conflicts.

Infrastructure Targets

The October 2022 ITD Transportation Asset Management Plan sets performance targets for pavement and bridge condition. This includes maintaining a percentage of pavement on National Highway System (NHS) roadways and a percentage of statewide bridges in good condition and a minimum percentage in poor condition.

Pavement Condition Projects

The projects listed below are pavement improvements programmed on both interstate and non-interstate roadways. ITD has set a target at 80% to maintain interstate and non-interstate National Highway System (NHS) pavement in good or fair condition. These projects are included in the FY 2026-2032 TIP and assist in achieving a roadway network that has good pavement condition.

- 24507 – US-20, Idaho Falls to Rigby; mill and overlay.

For information purposes the following pavement projects are not on the National Highway System but are programed in the FY 2026-2032 TIP.

- 23303 – 17th Street, Hitt to Avocet; mill and inlay.
- 23702 – Woodruff Ave, Meppen Canal to Lincoln; pavement overlay.
- 24656 – Sunnyside and 17th Street; microseals.

Bridge Condition Projects

The bridge projects listed below are improvements programmed to replace or repair bridges in poor and fair condition. ITD has set a target to maintain 80% or more of bridges in good condition.

There are currently no bridge projects programmed on the National Highway System.
For information purposes the following bridge projects are not on the National Highway System but are programmed in the FY 2026-2032 TIP. The projects address various substandard bridge conditions.

- 20243 – 45th East - Sand Creek Bridge; bridge replacement.
- 20438 – 45th East - Willow Creek Bridge; bridge replacement.

Additional State Funded bridge projects not included in the TIP include the following:

- NA – 17th Street - Sand Creek; bridge replacement.
- NA – Tower Road - Idaho Canal; bridge replacement.
- NA – 5th West – Idaho Canal; bridge replacement.
- NA – 65th South – Butte Arm Canal; bridge replacement.

Congestion and NHS and Freight (Travel Time Reliability) Projects

Many factors have an impact on travel time reliability such as roadway and intersection congestion, accidents, construction zones, special events, weather, etc. These factors and others all play a role in how long it takes to get from a place of origin to a destination. The overall goal of travel time reliability targets is not just to reduce travel time but also make travel as consistent and predictable as possible. Truck Travel Time Reliability Index has been set at 1.30 by ITD. This means a 30-minute free flow trip would require 39 minutes of travel time.

For 2024 reporting, 2023 data includes the following:

	BMPO	STATE
Level of Travel Time Reliability (Interstate)	100%	99.1%
Level of Travel Time Reliability (Non-Interstate)	93.3%	86.7%
Average Truck Travel Time Reliability (Interstate)	1.17	1.22

The data identifies that current travel time reliability for both the BMPO and the state exceeds the statewide targets.

Two categories of project types can respond to improving travel time reliability.

1. Projects aimed at influencing demand for travel such as travel information and travel behavior. Currently, no projects of this nature are in the area.

2. Projects that improve roadway capacity, either through expansion or improving operational and technical systems. Currently, there are five projects that would increase roadway capacity.

    - 20535 – 1st Street, Ammon to 45th E; add center turn lane.
    - 22222 – US-20, JCT I-15 Connector; improve regional travel.
    - 22689 – I-15, US-20/US-26 Connector; improve corridor travel.
    - 23246 – US-20, Lewisville IC to Rigby IC Auxiliary Lanes; increase capacity between interchanges.
    - 23302 – Woodruff Avenue, US-26 to Lincoln; expand to five lanes.
    - 24241 – Holmes, Sunnyside to Taylorview; add center turn lane.

There are at times projects although not necessarily capacity increasing projects may improve travel time reliability for both personal travel and freight movement. There are no such projects programmed at this time.

VII. Financial Plan

Fiscal Constraint

The TIP is a fiscally constrained document. Funding sources are identified, and projects expected to be funded. Table I identifies the estimated project costs programmed in the TIP annually for the next five years. For development purposes, two more years and preliminary development are also presented. Available funds are compared with programmed project costs. If costs do not match anticipated revenues, adjustments are required to balance the program. Therefore, revenue and costs are the same.

Table I

Anticipated TIP Revenues/Estimated Project Costs by Fiscal Year

Fiscal Year	Federal	State	Local/Other	TOTAL
FY 2026	39,776,000	29,068,000	1,473,000	70,317,000
FY 2027	5,480,000	2,377,000	805,000	8,662,000
FY 2028	8,649,000	15,073,000	980,000	24,702,000
FY 2029	4,078,000	0	697,000	4,775,000
FY 2030	5,482,000	222,000	210,000	5,914,000
FY 2031, FY 2032 & PD	10,232,000	557,000	206,000	10,995,000
TOTAL	**73,697,000**	**47,297,000**	**4,371,000**	**125,365,000**

Federal funds are available to local communities for roadway, bridge, bicycle and pedestrian improvements, etc. as well as the operation and maintenance of the public transportation system. Most of the available federal funds are dispersed on a statewide basis based on value and need. However, the STBG-Urban Program and FTA 5307 funds are made available to the BMPO area and projects are identified based on area priorities.

Table II identifies the theoretical STBG-Urban program allocation to the BMPO area. The allocation is compared against the programmed costs to identify a balance of funds.

Table II

STBG-Urban Program Annual Fund Balances for the BMPO Planning Area

	FY2026	FY 2027	FY 2028	FY 2029	FY 2030	PD*
Allocated STBG-U Funds	1,873,000	1,873,000	1,873,000	1,873,000	1,873,000	4,633,000
Match Requirement	148,000	148,000	148,000	148,000	148,000	367,000
Programmed Funds	3,503,000	1,143,000	3,602,000	1,695,000	2,605,000	2,296,000
Balance of Funds	**-1,482,000**	**878,000**	**-1,581,000**	**326,000**	**-584,000**	**2,704,000**

Note: Programmed STBG funds include costs for preliminary engineering, right-of-way and construction.
* $5 million is the limit to program projects in PD. PD costs are shown in present value.

Table II identifies that the BMPO area has programmed close to their potentially available STBG-Urban funds for a five-year period. The STBG-Urban Program process is hypothetically based on an equitable borrow and lend concept where an urban area can program another urban area's unused allocated funds for that year in order to balance the overall STBG-Urban Program. BMPO will continue to evaluate priorities in PD and program projects to ensure available funds are maximized.

Table III identifies the estimated FTA 5307 federal apportionments to the BMPO urbanized area. The programmed and balance of funds are not shown for various reasons. For FY 2026 and FY 2027 CARES 5307 funds continue to be programmed for a pilot project to evaluate the restoration of public transportation services. FTA 5307 funds are programmed and will be used so that they do not lapse. However, until CARES 5307 funds are exhausted only a portion of available regular 5307 funds will be utilized.

Table III

FTA 5307 Fund Balances for the BMPO Urbanized Area

	FY 2026	FY 2027	FY 2028	FY 2029
Allocated 5307 Funds	2,550,000	2,601,000	2,653,000	2,706,000

Ultimately, there should be sufficient FTA 5307 funds as previously unused and current allocations can be utilized to address the estimated costs of public transportation services and operations.

Disbursement of Federal Funds

Table IV provides an overview of how the funds currently programmed in the TIP are being disbursed within the metropolitan planning area. The table represents the type of projects proposed to be completed and how much is being spent on each type.

Table IV

Disbursement of Federal Funds

Projects	Federal	State	Local/Other	TOTAL	Percent
System[1]	35,637,000	46,081,000	1,068,000	82,786,000	66.0%
Bridge[2]	4,989,000	0	394,000	5,383,000	4.3%
Pavement[3]	17,992,000	1,216,000	209,000	19,417,000	15.5%
Bicycle and Pedestrian[4]	3,829,000	0	276,000	4,105,000	3.3%
Planning[5]	2,280,000	0	181,000	2,461,000	2.0%
Public Transportation	8,970,000	0	2,243,000	11,213,000	8.9%
TOTAL	**73,697,000**	**47,297,000**	**4,371,000**	**125,365,000**	**100%**

[1] Includes roadway expansion, reconstruction and intersection projects
[2] Includes bridge replacement and rehabilitation projects
[3] Includes pavement replacement and rehabilitation projects – some projects extend beyond the BMPA; however, total project cost is reflected in this table.
[4] Includes bicycle and pedestrian improvements and ADA projects
[5] Includes planning and training funds programmed by BMPO and ITD

Funding for system projects increased by $19 million from the average of previous years. This can be explained in part by the large influx and use of state funds. The availability of CARES 5307 funds is no longer programmed thus lowering the disbursement of funds for public transportation by 5 percent. All other categories are generally consistent.

System Operations and Maintenance

It is important to recognize the amount of transportation funds being used to operate and maintain the current roadway and public transportation systems.

Roadways

As identified in Table IV, federal funds are used to replace and rehabilitate poor pavement conditions. State and local funds are also used for re-paving as well as all other aspects of operating and maintaining the roadway system including striping, sign replacement, traffic signal operations, snow removal, lighting, etc.

Revenues generated from the state highway distribution account, sales tax and local general fund make up the majority of funding available to operate and maintain the existing roadway system. It is very difficult, if not impossible, to determine how much of the revenue will be expended on the federal-aid highway system as opposed to other local roadways. Available local revenues are used to address the immediate operating and maintenance needs of the area regardless of the facility type.

Table V estimates the revenue amount available for operational, and maintenance expenses and compares that to what is estimated to be expended on expansion and reconstruction of the existing roadway system. This was accomplished by assessing local revenues and expenditures during a normal time-period and assuming conditions will remain somewhat constant. The numbers also include costs currently programmed in the TIP for operational/maintenance and expansion/reconstruction projects (excluding State projects in PD). Revenues were reduced by 2 percent annually to reflect the difference between potential revenue increases and inflation.

Table V

Percent of Estimated Annual Revenue for Operations/Maintenance and Expansion/Reconstruction

Type of Project	Total Estimated Annual Revenues	Percent of Revenues
Operations and Maintenance	21,782,836	59%
Expansion and Reconstruction	15,356,994	41%
TOTAL	**37,139,830**	**100%**

Source: Cities of Ammon, Idaho Falls, Iona and Bonneville County 2005-2023 Annual Road and Street Financial Reports and ITD Headquarters and District 6

Table V identifies that, based on past history and currently programmed funds, over half the estimated revenues would potentially be available for operational and maintenance-type projects. The estimated revenue for expansion and reconstruction type projects increased by 7% but still remains under half of the estimated revenues.

It should be noted that historically when only considering state and local revenues annually set-aside for transportation improvements by the local jurisdictions, approximately 75% are used on operations and maintenance while only 25% are used on expansion and reconstruction projects.

Table VI provides a synopsis of the source of revenues projected for operational and maintenance-type projects.

Table VI

Estimated Annual Revenues for Operations and Maintenance by Revenue Source

Revenue Source	Total Estimated Annual Revenues	Percent of Revenues
Federal	4,775,958	21.9%
State	9,473,487	43.5%
Local	7,533,391	34.6%
TOTAL	**21,782,836**	**100%**

Source: Cities of Ammon, Idaho Falls, Iona and Bonneville County 2005-2023 Annual Road and Street Financial Reports and ITD Headquarters and District 6

Table VI indicates that over three fourths of the revenues for operations and maintenance are generated from local and state revenue which is primarily from funds transferred from non-highway accounts and from the highway distribution account. While 21.9% of total revenues for operations and maintenance come from federal sources.

In summary, because costs for roadway operations and maintenance equal estimated revenues, it is hard to quantify whether the more than $21.7 million annually is adequate to operate and maintain the current roadway system.

Public Transportation

The relatively new public transportation services that are contracted to a provider may change the use of operations/maintenance versus the need to acquire capital such as rolling stock. Also, it is anticipated that the micro-transit services should further lower capital costs as well. The newer services will continually be monitored to evaluate anticipated costs for operations and maintenance versus capital costs.

As discussed in Table III, additional federal funds from previous balances exist but will only be available if matching funds are identified and applied. Ultimately, adequate federal funds appear to be available to operate and maintain the newer public transportation system.

Figure 1

FY 2026 – PD Capacity, Pavement & Safety Investments at Specific Roadway & Intersection Locations

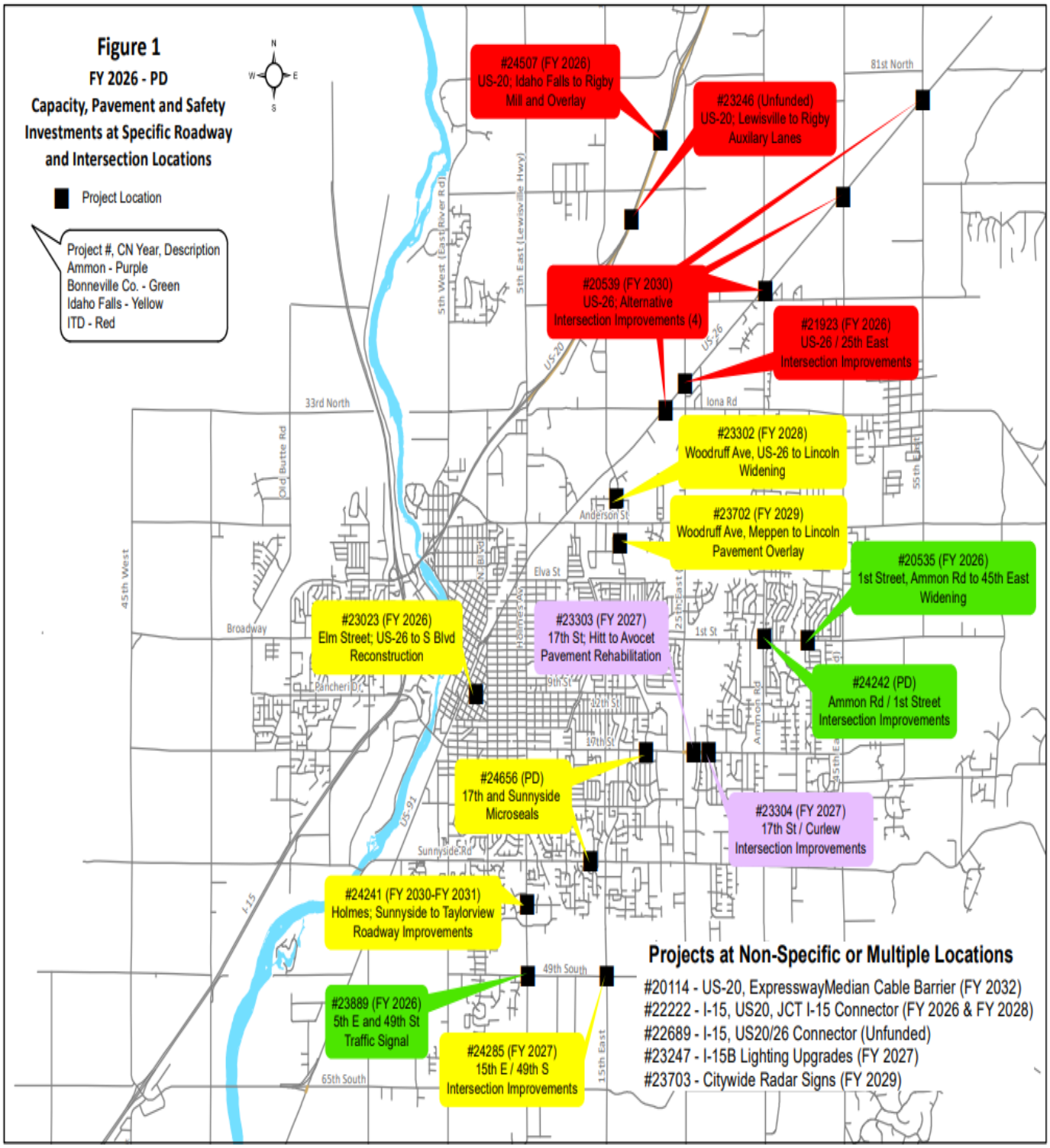
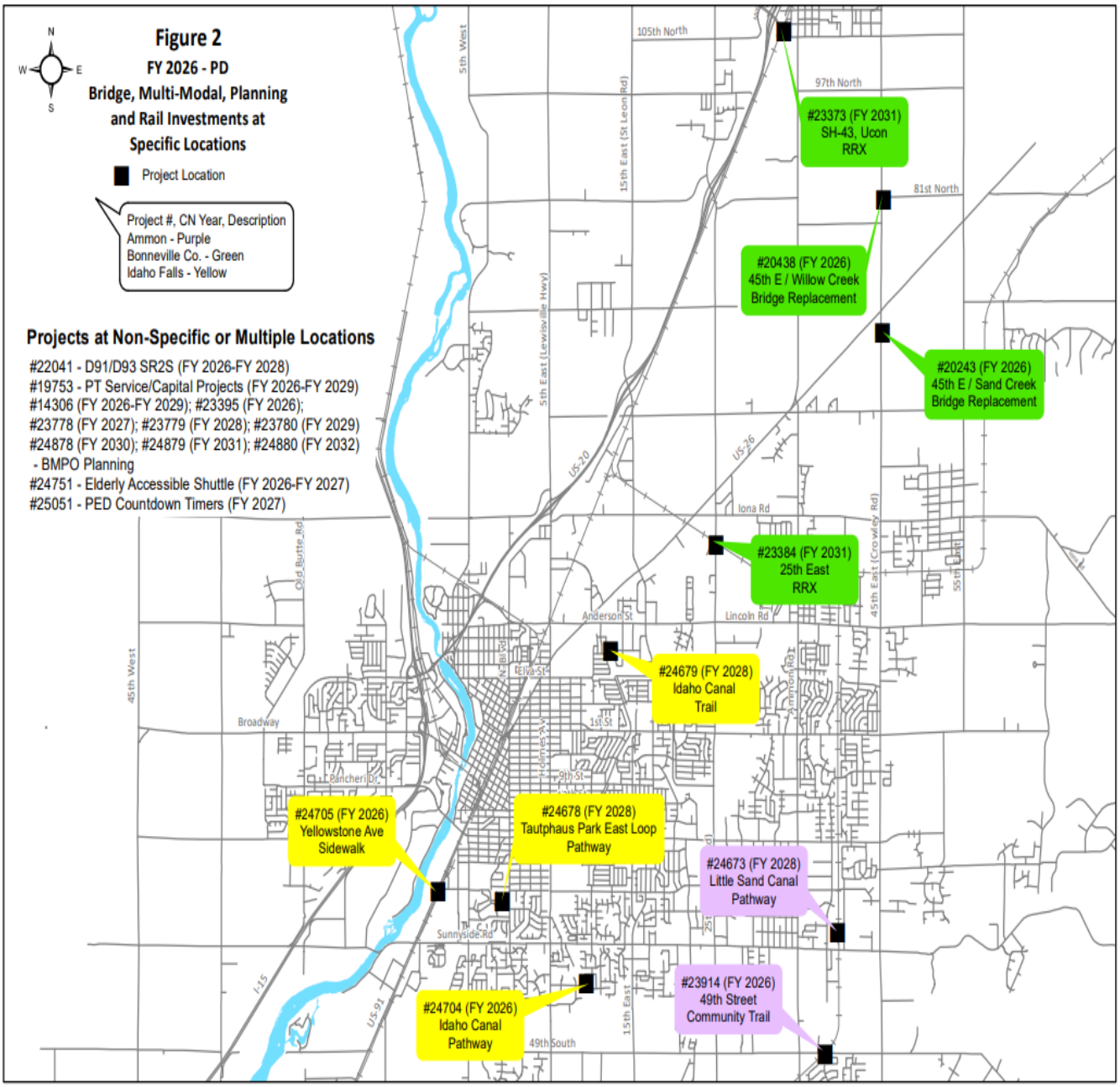


Figure 2

FY 2026 – PD Bridge, Multi-Modal, Planning & Rail Investments at Specific Locations



Metropolitan Transportation Planning Process Self Certification

In accordance with 23 CFR 450.334 and 450.220, the Idaho Department of Transportation and the Bonneville Metropolitan Planning Organization for the cities of Ammon, Idaho Falls, Iona and Ucon and the urbanized area of Bonneville County hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all the applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 USC 7504, 7506 (c) and (d) and 40 CFR part 93); **(Note-BMPO is an attainment area)**
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 200d-1), 49 CFR part 21;
4. 49 U.S.C 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 etseq.) and 49 CFR parts 27 , 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Bonneville Metropolitan Planning Organization	Idaho Transportation Department
_____	_____
Darrell M. West Director	Scott Luekenga, Planning Services Section Division of Engineering Services
_____	_____
Date	Date

VII. Annual Listing

An annual listing (Appendix B) that identifies the completed and/or obligated projects from the first year of the prior year's TIP is published and reviewed by the BMPO Policy Board in November or December. The listing provides detailed information about each project including location, costs, and other project elements.

BMPO certifies that the Metropolitan Planning Area (MPA) is an attainment area under the Clean Air Act and not subject to any related restrictions.

Certified by: _____Date _____
Darrell M. West
Director

Appendix A

BONNEVILLE METROPOLITAN PLANNING ORGANIZATION

545 Shoup Ste 257 | Idaho Falls, ID 83402
208.612.8530 | BMPO.org |
BMPO@BMPO.org

PUBLIC NOTICE

DRAFT FISCAL YEAR 2026 TRANSPORATION IMPROVEMENT PROGRAM

The Bonneville Metropolitan Planning Organization (BMPO) is an agency designated by the Governor of Idaho to conduct a continuing, comprehensive, and cooperative transportation planning process in the urbanized area under the direction of elected officials for the Cities of Ammon, Idaho Falls, Iona, Ucon, and the urbanized portions of Bonneville County, Greater Idaho Falls Transit (GIFT), in conjunction with the Idaho Transportation Department (ITD). Under the requirements of the Federal Highway Administration (FHWY) and Federal Transit Administration (FTA), BMPO has the responsibility to develop an annual Transportation Improvement Program (TIP) for the urbanized area.

BMPO's TIP is a short range four year plus three additional planning years program of highway, bicycle, pedestrian and public transportation projects for the Bonneville Metropolitan Area. It is a compilation of projects from various Federal, State and Local funding programs. The TIP is fiscally constrained, which means the funding source for a project must be identified and anticipated to be available for completion of the project.

This public involvement notices for the "Draft" Transportation Improvement Program (TIP) satisfied the Federal Transit Administration Section 5307 (c) program of projects requirements. If no changes are made to the "Draft" FY 2025 Program of Projects, the list will be approved without further public notification.

FY 2026 TIP can be viewed on BMPO website: www.bmpo.org.

Comments will be taken from July 14, 2025, through August 4, 2025

Please send comments by mail or email to:

BMPO Staff

545 Shoup Ave, Suite 257

Idaho Falls, ID 83402

bmpo@bmpo.org.

Publish Date: July 15, 2025, and July 28, 2025