BANNOCK
Transportation Planning
ORGANIZATION
214 E. Center Street Suite 70 | P.O. Box 6129 | Pocatello ID 83205

2026 - 2032

Transportation Improvement Plan (TIP)

WWW.BANNOCKPLANNING.ORG

Transportation Improvement Program 2026-2032

Prepared By
Bannock Transportation Planning Organization
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Bannock Transportation Planning Organization

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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; or https://apps.itd.idaho.gov/apps/ocr/complaint.aspx.

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Resolution 2025-8 Providing for the Approval of the FY 2026 – 2032 Transportation Improvement Program 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 June 28, 2025 and July 31, 2025, and all comments were shared with the BTPO Policy Board and applicable project sponsors;

WHEREAS, the Bannock Transportation Planning Organization has developed the FY 2026-2032 Transportation Improvement Program and Air Quality Conformity Demonstration in compliance with applicable federal and State regulations

NOW, THEREFORE, BE IT RESOLVED that the Bannock Transportation Planning Organization Policy Board approves the FY 2026- 2032 Transportation Improvement Program and Air Quality Conformity Demonstration in compliance with applicable federal regulations

Adopted by the BTPO Policy Board meeting on September 8, 2025.

Roger Hernandez, Chair
BTPO Policy Board

Attest:

Devin Hillam
Executive Director

PURPOSE OF THE DOCUMENT

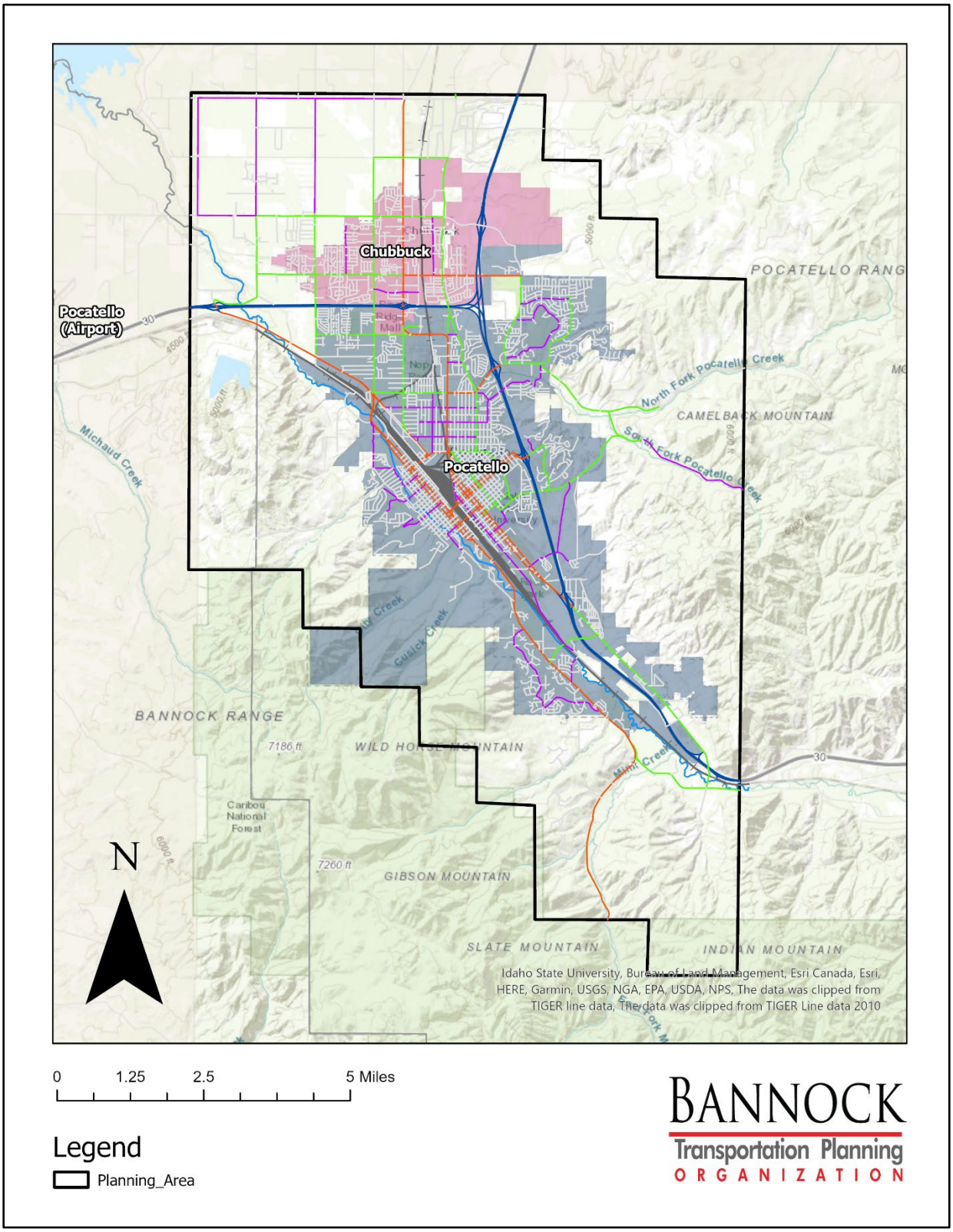
The Transportation Improvement Program (TIP) is a document used to schedule federal transportation funds within the metropolitan region in coordination with significant state and local funds for the federal fiscal years 2026 through 2032, and to demonstrate how the projects comply with federal planning regulations. The Federal portion of the TIP is the first four years (2026 – 2029). Bannock Transportation Planning Organization (BTPO) adds three years for planning and project development. The TIP produced by BTPO complies with federal requirements described in the Infrastructure Investment and Jobs Act. The TIP is consistent with the 2050 Metropolitan Transportation Plan approved on October 2, 2023.

The TIP document reflects 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 (listed below). Once approved by the BTPO Policy Board (anticipated September 8, 2025), the TIP is submitted to ITD's headquarters for inclusion in the ITIP.

About 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 (MPOs) exist throughout the United States in all urbanized areas of more than 50,000 people. MPOs are responsible for planning, prioritizing, and recommending transportation projects for federal funding. Serving as a regional partnership between the City of Pocatello, Pocatello Regional Transit (PRT), 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 throughout its planning area (shown below).

Figure 1 BTPO Planning Area



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. 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 (TIP) lists all federally-funded and regionally significant transportation projects within 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 2030 and 2031 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, 2032/Preliminary Development (PD), is for projects starting the project development process. Projects in this category can remain in Preliminary Development for several years, depending on the project's complexity. Preliminary Development 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 Metropolitan Transportation Plan (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 2025, 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 www.bannockplanning.org.

Federal Transit Administration Program of Project

BTPO works annually with Pocatello Regional Transit (PRT), 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 ITD for amending the State Transportation Improvement Program (STIP).

BTPO processes modifications to projects obligated in previous years but not included in the current TIP as existing projects with one exception. BTPO considers modifications to projects from a previous TIP under $250,000 and approves them once the modification notification 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

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 is as follows:

- The Executive Director evaluates the administrative modification for fiscal constraints and modifies the current TIP if funding is available. The Executive Director submits the modification to ITD Program Management Office (PMO).
- The Executive Director will present the updated TIP at the next Policy Board meeting.

The procedure for administrative modifications for Surface Transportation Block Grant Program Large Urban (STBG-LU) projects adds the following requirements:

- If funding increases are required, the Executive Director prepares a request to the Large Urban Committee.
- The Executive Director informs the requesting agency of the results of the request.
- The Executive Director submits the updated TIP with modifications highlighted to ITD PMO.
- The Executive 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 PMO.

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

PROGRAM DEVELOPMENT

The FY 2026-2032 TIP is a seven-year list of planned transportation projects from or consistent with the 2050 Metropolitan Transportation Plan. The TIP is an opportunity to fund and implement the 2050 Metropolitan Transportation Plan. 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 50,000 – 200,000 to the Urban Committee. This committee makes recommendations to the Idaho Transportation Board on the Urban Program. Every MPO in the State comprises a 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

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
ORN24893	FY 2030 Metro Planning	Metropolitan Planning Funds are allocated for planning activities required by Title 23 of the U.S. Code 134.		2030	$179,000
ORN24894	FY 2031 Metro Planning	Metropolitan Planning Funds are allocated for planning activities required by Title 23 of the U.S. Code 134.		2031	$179,000
ORN24895	FY 2032 Metro Planning	Metropolitan Planning Funds are allocated for planning activities required by Title 23 of the U.S. Code 134.		2032	$179,000
ORN25052	Hiline Road Complete Street	The project aims to enhance the safety and capacity of Hiline Road, spanning from approximately McCormack Street to 1000 Hiline Road. The primary objectives are to improve safety, mobility, accessibility, economic opportunity, and environmental protection by widening Hiline Road and creating a complete street.	Bicycle/Pedestrian	2031	$4,410,000
ORN25025	FY 2030 BTPO Planning	FY 2030 Planning Study		2030	$100,000

PROJECT LISTS

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 projects that maintain or improve the condition or safety of the street network. Table 3 identifies projects that improve, maintain, or improve the safety of pedestrian and bicycle facilities. Table 4 identifies all public transportation projects. Table 5 identifies the planning projects.

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		
						2026	2027	2028	2029	2030	2031	2032/PD
21860	Yellowstone Ave: Park Lawn to Siphon Rd,	Safety and Capacity	Construction	$ 8,364	$ -	$ -	$ 8,364	$ -	$ -	$ -	$ -	$ -
	US 91 | 81.138 - 81.552		Development	$ 2,690	$ 1,345	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Idaho Transportation Department		Right-of-Way	$ 4,071	$ 2,000	$ -	$ 71.40	$ -	$ -	$ -	$ -	$ -
	Congestion		Federal Funds			$ -	$ 7,816	$ -	$ -	$ -	$ -	$ -
	Required		Non-Federal			$ -	$ 619	$ -	$ -	$ -	$ -	$ -
	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.											
22687	US-30 - Yellowstone Ave to Garrett Corridor	Safety and Capacity	Construction	$ 12,444	$ -	$ -	$ -	$ -	$ -		$ 13,463	$ -
	0		Development	$ 1,820	$ 1,820	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Idaho Transportation Department		Right-of-Way	$ 1,505	$ -	$ -	$ -	$ -	$ 1,597	$ -	$ -	$ -
	Safety		Federal Funds			$ -	$ -	$ -	$ 1,480	$ -	$ 12,475	$ -
	Required		Non-Federal			$ -	$ -	$ -	$ 117	$ -	$ 988	$ -
	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	$ 4,168	$ -	$ -	$ -	$ -	$ 4,168	$ -	$ -	$ -
	0.626 - 1.615		Development	$ 510	$ 510	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	City of Pocatello		Right-of-Way	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Safety		Federal Funds			$ -	$ -	$ -	$ 3,862	$ -	$ -	$ -
	Exempt		Non-Federal			$ -	$ -	$ -	$ 306	$ -	$ -	$ -
	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	Yellowstone Avenue - Siphon Road to Tyhee Road	Safety and Capacity	Construction	$ 9,909	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 11,554
	0		Development	$ 1,515	$ 1,065	$ 50	$ -	$ 468	$ -	$ -	$ -	$ -
	Idaho Transportation Department		Right-of-Way	$ 350	$ -	$ -	$ -	$ 1,353	$ -	$ -	$ -	$ -
	Safety and Capacity		Federal Funds			$ 46	$ -	$ 1,687	$ -	$ -	$ -	$ 10,706
	Required		Non-Federal			$ 4	$ -	$ 134	$ -	$ -	$ -	$ 848
	This project will address the safety and capacity of a corridor by widening Yellowstone from Siphon Road to Tyhee Road to five lanes.											
23876	I 86 Bridge Repair	Bridge Preservation	Construction	$ 2,229	$ -	$ -	$ -	$ -	$ 2,229	$ -	$ -	$ -
	I-86 | 49.000 - 58.000		Development	$ 315	$ 315	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Idaho Transportation Department		Right-of-Way	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Infrastructure Condition		Federal Funds			$ -	$ -	$ -	$ 2,065	$ -	$ -	$ -
	Exempt		Non-Federal			$ -	$ -	$ -	$ 164	$ -	$ -	$ -
	This project will provide bridge deck preservation and preventative maintenance and repair to the Airport IC, Pocatello IC and Philbin Road GS bridges											

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		
						2026	2027	2028	2029	2030	2031	2032/PD
23932	Rainbow Road to West Pocatello IC WB	Pavement Restoration	Construction	$ 7,577	$ -	$ -	$ -	$ 7,577	$ -	$ -	$ -	$ -
	I-86 | 49.000 - 58.000		Development	$ 131	$ 131	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Idaho Transportation Department		Right-of-Way	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Infrastructure Condition			Federal Funds		$ -	$ -	$ 7,021	$ -	$ -	$ -	$ -
	Exempt			Non-Federal		$ -	$ -	$ 556	$ -	$ -	$ -	$ -
	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	$ 7,480	$ -	$ -	$ 7,480	$ -	$ -	$ -	$ -	$ -
	| 49.000 - 58.000		Development	$ 144	$ 144	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Idaho Transportation Department		Right-of-Way	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Infrastructure Condition			Federal Funds		$ -	$ 6,931	$ -	$ -	$ -	$ -	$ -
	Exempt			Non-Federal		$ -	$ 549	$ -	$ -	$ -	$ -	$ -
	This project is for pavement treatment on eastbound I 86											
24085	Portneuf IC# 63 to South 5th IC #67	Pavement Restoration	Construction	$ 9,765	$ -	$ -	$ -	$ -	$ 9,765	$ -	$ -	$ -
	I 15 | 62.547 - 67.104		Development	$ 2,430	$ 810	$ 810	$ 810	$ -	$ -	$ -	$ -	$ -
	Idaho Transportation Department		Right-of-Way	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Infrastructure Condition			Federal Funds		$ 751	$ 751	$ -	$ 9,048	$ -	$ -	$ -
	Exempt			Non-Federal		$ 59	$ 59	$ -	$ 717	$ -	$ -	$ -
	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.											
24361	North Portneuf Crossing	RAISE	Construction	$ 7,450	$ 3,325	$ 2,625	$ 1,500	$ -	$ -	$ -	$ -	$ -
	0		Development	$ 300	$ 300	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	City of Pocatello		Right-of-Way	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Safety			Federal Funds		$ 2,625	$ 1,500	$ -	$ -	$ -	$ -	$ -
	Required			Non-Federal		$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Extend Foothill Boulevard north to Kraft Road.											
24307	Northgate to Fort Hall - South	Leading Idaho & TECM	Construction	$ 129,179	$ 112,159	$ 16,000	$ 1,020	$ -	$ -	$ -	$ -	$ -
	I 15 | 72.600 -76.500		Development	$ 1,000	$ 1,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Idaho Transportation Department		Right-of-Way	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Congestion			Federal Funds		$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Required			Non-Federal		$ 16,000	$ 1,020	$ -	$ -	$ -	$ -	$ -
	Widen the interstate to three lanes in both directions, including replacement of structures, drainage facilities, geometrics, and interchange merge/diverge improvements.											

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		
						2026	2027	2028	2029	2030	2031	2032/PD
24308	Northgate to Fort Hall - North	Leading Idaho & TECM	Construction	$ 147,962	$ 127,023	$ 13,000	$ 7,939	$ -	$ -	$ -	$ -	$ -
	I 15 | 72.600 -76.500		Development	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -
	Idaho Transportation Department		Right-of-Way	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Congestion		Federal Funds			$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Required		Non-Federal			$ 13,000	$ 7,939	$ -	$ -	$ -	$ -	$ -
	Widen the interstate to three lanes in both directions, including replacement of structures, drainage facilities, geometrics, and interchange merge/diverge improvements.											
ORN25052	Hiline Road Complete Street	STBG - LU	Construction	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 4,883
	SMA-07331| 1.0 - 1.47		Development	$ 433	$ -		$ -	$ -	$ -	$ 433	$ -	$ -
	City of Pocatello		Right-of-Way	$ 552	$ -	$ -	$ -	$ -	$ -	$ -	$ 552	$ -
	Bike/Pedestrian		Federal Funds			$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Exempt		Non-Federal			$ -	$ -	$ -	$ -	$ 433	$ 552	$ 4,883
	The project aims to enhance the safety and capacity of Hiline Road, spanning from approximately McCormack Street to 1000 Hiline Road. The primary objectives are to improve safety, mobility, accessibility, economic opportunity, and environmental protection by widening Hiline Road and creating a complete street.											
24944	I-15, 5th St Interchange Ramps		Construction	$ 10,699	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 10,699
			Development	$ 800	$ 800		$ -	$ -	$ -	$ -	$ -	$ -
	Idaho Transportation Department		Right-of-Way	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Safety and Capacity		Federal Funds			$ -	$ -	$ -	$ -	$ -	$ -	$ 9,913
	Exempt		Non-Federal			$ -	$ -	$ -	$ -	$ -	$ -	$ 785
	The purpose of this project is to design interchange ramps at the 5th St interchange in Pocatello to meet standards, which will allow for future compatibility of bridge improvements while improving safety.											

Project costs are in future dollar value in of 1,000 dollars. The planning year are undergoing the initial design phase, and no construction year is implied.	Total	$ 375,792	$ 252,747	$ 32,485	$ 27,184	$ 9,398	$ 17,759	$ 433	$ 14,015	$ 27,136
	Federal			$ 3,422	$ 16,997	$ 8,708	$ 16,456	$ -	$ 12,475	$ 20,620
	Non-Federal			$ 29,063	$ 10,186	$ 690	$ 1,304	$ 433	$ 1,540	$ 6,516

Table 3 Bicycle and Pedestrian Projects

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**		
						2025	**2026**	**2027**	**2028**	**2029**	**2030**	**2031/PD**
22914	SICOG SRTS Coordination	Safe Routes to School	Construction	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Local		Development	$ 324		$ 108	$ 108	$ 108	$ -	$ -	$ -	$ -
	Southeast Idaho Council of Governments		Right-of-Way	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Safety			Federal Funds		$ 100	$ 100	$ -	$ -	$ -	$ -	$ -
	Exempt			Non-Federal		$ 8	$ 8	$ 108	$ -	$ -	$ -	$ -
	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- Large Urban	Construction	$ 1,089	$ 230	$ 859	$ -	$ -	$ -	$ -	$ -	$ -
			Development	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	City of Pocatello		Right-of-Way	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Bicycle/Pedestrian			Federal Funds		$ 796	$ -	$ -	$ -	$ -	$ -	$ -
	Exempt			Non-Federal		$ 63	$ -	$ -	$ -	$ -	$ -	$ -
	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.											
24683	South 5th Ave Ped Improvement: Jason to Pocatello limits	TAP- Large Urban	Construction	$ 469	$ -	$ -	$ -	$ 469	$ -	$ -	$ -	$ -
	SMA-7231| 0.070 - 0.940		Development	$ 76	$ -	$ -	$ 76	$ -	$ -	$ -	$ -	$ -
	City of Pocatello		Right-of-Way	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Bicycle/Pedestrian			Federal Funds		$ -	$ 70	$ 435	$ -	$ -	$ -	$ -
	Exempt			Non-Federal		$ -	$ 6	$ 34	$ -	$ -	$ -	$ -
	Construct approximately 3,000 linear feet of sidewalk along the east side of S. 5th Ave. from Jason Ave. to the city limits, with 1,050 linear feet multi-use path through Constitution Park and will include approximately 13 ADA compliant curb rams with cast iron truncated domes.											
Project costs are in future dollar value in of 1,000 dollars.			Total	$ 1,958	$ 230	$ 967	$ 184	$ 577	$ -	$ -	$ -	$ -
			Federal			$ 896	$ 170	$ 435	$ -	$ -	$ -	$ -
			Non-Federal			$ 71	$ 14	$ 142	$ -	$ -	$ -	$ -

Table 4 Transit Project List

Key #	Project Location	Project Name Project Type Project Sponsor	Funding Source		Total Federal Local	Lifetime Project Cost	2026	2027	2028	2029	2030	2031	2032/PD
13800	Pocatello UZA Operations	Transit Operations	5307 Sub		Total	5,800.000	1,300.000	1,500.000	1,500.000	1,500.000			
		Operations			Federal Funds	2,900.000	650.000	750.000	750.000	750.000			
		Pocatello Regional Transit			Local Funds	2,900.000	650.000	750.000	750.000	750.000			
		Operations provide funds for the day-to-day operations of the PRT fixed route system.											
13801	Pocatello UZA Capital	Transit Capital	5307 Sub		Total	22.500	-	7.500	7.500	7.500			
		Capital			Federal Funds	18.000	-	6.000	6.000	6.000			
		Pocatello Regional Transit			Local Funds	4.500	-	1.500	1.500	1.500			
		Capital Facility Lease provides funds to lease a transfer station for the fixed transit route system											
13802	Pocatello UZA Demand Response Operation	Demand Response	5307 Sub		Total	1,000.000	250.000	250.000	250.000	250.000			
		Operations			Federal Funds	800.000	200.000	200.000	200.000	200.000			
		Pocatello Regional Transit			Local Funds	200.000	50.000	50.000	50.000	50.000			
		Demand Response Operations provides door-to-door transit service for elderly and disabled persons in the Pocatello urban area.											
13803	Pocatello UZA Preventive Maintenance	Preventative Maintenance	5307 Sub		Total	1,457.500	406.250	322.500	322.500	406.250			
		Maintenance			Federal Funds	1,166.000	325.000	258.000	258.000	325.000			
		Pocatello Regional Transit			Local Funds	291.500	81.250	64.500	64.500	81.250			
		Provide for all vehicle maintenance costs, including supplies, materials, labor, services, and associated costs required to preserve or extend transit vehicles' lives.											
19720	Pocatello UZA Planning	Transit Planning	5307 Sub		Total	137.450	56.250	18.750	18.750	43.700			
		Planning			Federal Funds	110.000	45.000	15.000	15.000	35.000			
		Pocatello Regional Transit			Local Funds	27.500	11.250	3.750	3.750	8.750			
		Mobility management provides planning services to coordinate transit services between transit providers and human service agencies.											
24782	Pocatello UZA Planning	Transit Other Capital Project Administration	5307 Sub		Total	1,127.672	281.918	281.918	281.918	281.918			
		Capital			Federal Funds	902.138	225.534	225.534	225.534	225.534			
		Pocatello Regional Transit			Local Funds	225.534	56.384	56.384	56.384	56.384			
		Project administration and indirect cost of transit operations											
19755	Pocatello UZA Capital	Vehicle Replacement	5307 Sub		Total	1,774.500	187.500	529.000	529.000	529.000			
		Capital			Federal Funds	1,419.600	150.000	423.200	423.200	423.200			
		Pocatello Regional Transit			Local Funds	354.900	37.500	105.800	105.800	105.800			
		The Capital Vehicle Replacement project will purchase new buses to replace those beyond their useful life. An estimated three buses will be purchased											
19189	Pocatello UZA Capital	Transit Capital	5339 Sub		Total	575.000	287.500		287.500				
		Capital			Federal Funds	460.000	230.000		230.000				
		Pocatello Regional Transit			Local Funds	115.000	57.500		57.500	-			
		Capital Vehicle Replacement project will purchase new buses or replace those beyond their useful life. An estimated 4 buses will be purchased											

The project costs are in the year of construction value in 1,000 of dollars

Table 5 Planning Project List

Project Key Number	Project Name Sponsoring Agency	Proposed Funding Category	Phase	Estimated Total Project Cost	Prior Programs	Planning Years 2026	2027	2028	2029	2030	2031	2032/PD
13804	Pocatello UZA Metro Planning	CPG	Development	$ 126		$ 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.											
23400	FY 2026 BTPO Metro Planning	CPG	Development	$ 179		$ 179						
	BTPO			Federal Funds		$ 165	$ -	$ -				
				Non-Federal		$ 13	$ -	$ -				
	Federal Highway Administration Planning funds for metropolitan planning activities within the Pocatello Urbanized Area.											
23775	FY 2027 BTPO Metro Planning	CPG	Development	$ 179			$ 179					
	BTPO			Federal Funds		$ -	$ 165	$ -				
				Non-Federal		$ -	$ 13	$ -				
	Federal Highway Administration Planning funds for metropolitan planning activities within the Pocatello Urbanized Area.											
23776	FY 2028 BTPO Metro Planning	CPG	Development	$ 179		$ -	$ -	$ 179				
	BTPO			Federal Funds		$ -	$ -	$ 165		$ -		
				Non-Federal		$ -	$ -	$ 13		$ -		
	Federal Highway Administration Planning funds for metropolitan planning activities within the Pocatello Urbanized Area.											
22377	FY 2029 BTPO Metro Planning	CPG	Development	$ -		$ -	$ -	$ -	$ 179			
	BTPO			Federal Funds		$ -	$ -	$ -	$ 165	$ -		
				Non-Federal		$ -	$ -	$ -	$ 13	$ -		
	Federal Highway Administration Planning funds for metropolitan planning activities within the Pocatello Urbanized Area.											
ORN24893	FY 2030 BTPO Metro Planning	CPG	Development	$ -		$ -	$ -	$ -		$ 179		
	BTPO			Federal Funds		$ -	$ -	$ -		$ 165		
				Non-Federal		$ -	$ -	$ -	$ -	$ 13		
	Federal Highway Administration Planning funds for metropolitan planning activities within the Pocatello Urbanized Area.											
ORN24894	FY 2031 BTPO Metro Planning	CPG	Development	$ -		$ -	$ -	$ -			$ 179	
	BTPO			Federal Funds		$ -	$ -	$ -			$ 165	
				Non-Federal		$ -	$ -	$ -	$ -		$ 13	
	Federal Highway Administration Planning funds for metropolitan planning activities within the Pocatello Urbanized Area.											
ORN24895	FY 2032 BTPO Metro Planning	CPG	Development	$ -		$ -	$ -	$ -				$ 179
	BTPO			Federal Funds		$ -	$ -	$ -				$ 165
				Non-Federal		$ -	$ -	$ -	$ -			$ 13
	Federal Highway Administration Planning funds for metropolitan planning activities within the Pocatello Urbanized Area.											
ORN25025	FY 2030 BTPO Planning	STBG - LU	Development	$ -		$ -	$ -	$ -		$ 100		
	BTPO			Federal Funds		$ -	$ -	$ -		$ 92		
				Non-Federal		$ -	$ -	$ -	$ -	$ 7		
	FY 2030 Planning Study											
Project costs are in future dollar value in 1,000 of dollars.			Total			$ 221	$ 221	$ 221	$ 221	$ 279	$ 179	$ 179
			Federal			$ 204	$ 218	$ 204	$ 204	$ 165	$ 165	$ 165
			Non-Federal			$ 16	$ 16	$ 16	$ 182	$ 13	$ 13	$ 13

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 2020-2024 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 6). The Draft TIP includes six projects focusing on safety improvements (Table 7). Two road construction projects (Pole Line Road and Gould Street) add turning lanes to improve the flow and safety of the roadway. A safe route to school projects, and one improves pedestrian crossing near Pocatello High School. The final two projects eliminate left-turn conflicts and will help reduce traffic crashes along the corridor.

Table 6 Safety Performance Measures

National Safety Performance Measures	BTPO Planning Area		
	2018 -2022	2019 -2023	2020- 2024
5-Year Average Number of Fatalities	4.4	5.0	5.2
5-Year Fatality Rate per 100 million VMT	1.0	1.1	1.1
5-Year Average Number of Serious Injuries	27.2	28.2	40.0
5-Year Serious Injury Rate per 100 million VMT	6.1	6.3	6.8
5-Year Average Number of Non-motorized Fatalities and Serious Injuries	5.8	6.0	6.0

Table 7 Projects that Support the Safety Performance Targets

Key Number	Program Year	Project Name	Safety Improvement	Total Cost
23846	2025-2028	SICOG SRTS Coordination	Safe Route to School Planning	$ 324,000
23024	2029	Pole Line Road - W Alameda Road to W Quinn Road	Add a two-way center turn lane and sidewalk to Pole Line Road from W Alameda Road to W Quinn Road	$ 4,678,425
21860	2027	Yellowstone Ave: Park Lawn to Siphon Rd,	Expanding lanes, adding a two-way center turn lane and adding walking facilities on Yellowstone Ave and New Day Parkway	$ 15,125,400
22687	2031	US-30 - Yellowstone Ave to Garrett Corridor	Adding pedestrian crossings and sidewalks	$ 15,769,000
23171	2032	Yellowstone Avenue - Siphon Road to Tyhee Road	Expanding lanes and adding a center turn lane	$ 11,774,000
24361	2027	North Portneuf Crossing	Realigning roadways to separate intersections from one another	$ 7,750,000
24307	2024	Northgate to Fort Hall - South	Add travel lane and install a concrete center barrier between opposing direction of travel lane	$ 130,179,309
24308	2024	Northgate to Fort Hall - North	Add travel lane and install a concrete center barrier between opposing direction of travel lane	$ 147,961,661
24944	PD	I-15, 5th St Interchange Ramps	Realign ramps for more effective vehicle stacking while increasing intersection safety for vehicles at South 5th Ave.	$ 11,498,543
ORN25052	2032	Hiline Road Complete Street	Adding pedestrian facilities where there are none.	$ 985,013
Total costs include prior year costs and projected costs as shown in the TIP				

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 8. The percentage of pavement in poor condition meets the performance target.

Figure 2 Pavement Condition for National Highway System

This information is not yet available from ITD.

Table 8 National Highway System Pavement Condition

Performance Measure	State Target (2026)	BTPO Planning Area		
		2021	2022	2023
Interstate NHS in Good Condition	>=35%	19.3%	16.3%	19.4%
Interstate NHS in Poor Condition	<=4%	0.0%	0.0%	0.0%
Non-Interstate NHS in Good Condition	>=20%	41.2%	28.0%	32.0%
Non-Interstate NHS in Poor Condition	<=8%	0.7%	6.1%	0.3%

Table 9 identifies the projects in the TIP that specifically address national Highway System pavement conditions.

Table 9 Projects that Support Pavement Condition Performance Measures

Key Number	Program Year	Project Name	Improvement	Total Cost
23932	2030	Rainbow Road to West Pocatello	This project is for pavement treatment on Rainbow road to West Pocatello Interchange, westbound, mileposts 49.533 - 58.344.	$7,707,783
23933	2029	Rainbow Road to West Pocatello	This project is for pavement treatment on eastbound I 86	$7,623,660
24085	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.	$12,195,236
Total costs include prior year costs and projected costs as shown in the TIP				

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 10 NHS Bridges Condition and Performance Target

Performance Measures	ITD Statewide Target	BTPO Planning Area		
		2022	2023	2024
National Highway System Percent in Good Condition	19.0%	37.3%	45.8%	58.8%
National Highway System Percent in Poor Condition	3.0%	7.7%	0.0%	0.0%

Idaho Transportation Department is providing bridge deck preservation and preventative maintenance on I-86 at the Airport Interchange, Pocatello Interchange, and Philbin Road Bridge. (Table 11).

Table 11 Projects that Support the Bridge Performance Targets

Key Number	Program Year	Project Name	Total Cost
24307	2024	Northgate to Fort Hall - South	$ 130,179,309
24308	2024	Northgate to Fort Hall - North	$ 147,961,661
23876	2031	I 86 Bridge Repair	$ 2,543,537
Total costs include prior year costs and projected costs as shown in the TIP			

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 using the total annual volumes, segment length, and occupancy rate to get the percentage of person-miles traveled. Table 12 provides the statewide targets and the performance of the State and the BTPO planning area.

Table 12 Level of Travel Time Reliability

Performance Measures	ITD Statewide Target	2022	2023	2024
Bannock Transportation Planning Organization				
Percent of person-miles traveled that are reliable - Interstate	>90%	100.0%	100.0%	100.0%
Percent of person-miles traveled that are reliable - Non-Interstate NHS	>70%	85.9%	87.9%	95.8%
Source: Idaho Transportation Department				

The State and BTPO meet the Level of Travel Time Reliability targets. The Yellowstone Corridor is an area where travel time is unreliable. The TIP does not include a construction project to address the issue on the Yellowstone corridor. The region is upgrading traffic signal equipment and timing to improve travel time. The Gould Street project (KN 22687) will add additional lanes and improve intersections along the corridor.

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 13 Truck Time Reliability

Performance Measures	ITD Statewide Target	BTPO Planning Area		
		2022	2023	2024
Truck Travel Time Reliability (TTTR) Index	1.3	1.23	1.26	1.27

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 14 Transit Assist Conditions and Targets

Performance Measure	State Target	Pocatello Regional Transit		
		2022	2023	2024
Rolling Stock (The percentage of revenue vehicles that exceed useful life benchmark)	47%	62%	66%	63%
Equipment (The percentage of non-revenue vehicles that exceed useful life benchmark)	65%	69%	79%	79%
Facilities (The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale)	0%	0%	0%	0%

Table 15 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 16 Public Transportation Safety Performance and Targets

Paratransit	2022	2023	2024	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)	1	0	0	0.33	0.33
Injuries (per 100K Vehicle Revenue Miles)	0.28	0	0	0.09	0.09
Safety Events (total)	5	1	9	5.00	5.00
Safety Events (per 100K Vehicle Revenue Miles)	1.38	0.29	2.61	1.43	1.43
System Reliability (per 100K Vehicle Revenue Miles)	1.33			1.33	1.33
Annual Vehicle Revenue Miles	326,552	344,731	365,119	345,467	
Fixed Route	**2022**	**2023**	**2024**	**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)	1	0	1	0.67	0.67
Injuries (per 100K Vehicle Revenue Miles)	0.36	0	0.39	0.25	0.25
Safety Events (total)	4	9	7	6.67	6.67
Safety Events (per 100K Vehicle Revenue Miles)	1.43	3.51	2.73	2.56	2.56
System Reliability (per 100K Vehicle Revenue Miles)	4			4.00	4.00
Annual Vehicle Revenue Miles	258,832	254,400	256,241	256,491	
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 2026 -2029 BTPO includes four 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 17 provides the anticipated highway and planning project revenue by fiscal year and funding category.

Table 17 Anticipated Revenues/Estimated Project Cost by Fiscal Year and Funding Category

	2026	2027	2028	2029	2030	2031	2032/PD
5307 Sub	$ 2,143,750.00	$ 2,609,000.00	$ 2,609,000.00	$ 2,692,750.00	$ -	$ -	$ -
5339 Sub	$ 287,500.00	$ -	$ 287,500.00	$ -	$ -	$ -	$ -
Bridge Preservation	$ -	$ -	$ -	$ 2,228,537.00	$ -	$ -	$ -
CPG	$ 221,000.00	$ 221,000.00	$ 221,000.00	$ 221,000.00	$ 179,000.00	$ 179,000.00	$ 179,000.00
Leading Idaho & TECM	$ 29,000,000.00	$ 8,783,000.00	$ -	$ -	$ -	$ -	$ -
Pavement Restoration	$ 810,000.00	$ 8,289,660.00	$ 7,577,223.00	$ 9,765,236.00	$ -	$ -	$ -
RAISE	$ 2,625,000.00	$ 1,500,000.00	$ -	$ -	$ -	$ -	$ -
Safe Routes to School	$ 108,000.00	$ 108,000.00	$ 108,000.00	$ -	$ -	$ -	$ -
Safety and Capacity	$ 50,000.00	$ 8,364,000.00	$ 1,820,700.00	$ -	$ -	$ 13,463,161.31	$ 11,554,426.42
STBG-LU	$ -	$ -	$ -	$ 4,168,425.00	$ 532,973.00	$ 552,040.40	$ 4,883,040.25
TAP- Large Urban	$ 859,000.00	$ 76,000.00	$ 469,000.00	$ -	$ -	$ -	$ -
Unfunded	$ -	$ -	$ 6,000,000.00	$ -	$ -	$ -	$ 10,699,000.00
Total	**$ 36,104,250.00**	**$ 29,950,660.00**	**$ 19,092,423.00**	**$ 19,075,948.00**	**$ 711,973.00**	**$ 14,194,201.71**	**$ 27,315,466.67**

Transit Funding: Table 18 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 19 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 18 FTA Small Urban Apportionment

FTA Section 5307	2026	2027	2028	2029
Allocation	$1,759,458	$1,759,458	$1,759,458	$1,759,458
Programmed	$1,595,534	$1,877,734	$1,877,734	$1,964,734
Available	$ 163,924	$ (118,276)	$ (118,276)	$ (205,276)
FTA Section 5310	**2026**	**2027**	**2028**	**2029**
Allocation	$0	$0	$0	$0
Programmed	$ -	$ -	$ -	$ -
Available	$ -	$ -	$ -	$ -
FTA Section 5339	**2026**	**2027**	**2028**	**2029**
Allocation	$230,000	$0	$230,000	$0
Programmed	$ 230,000	$ -	$ 230,000	$ -
Available	$ -	$ -	$ -	$ -
The allocation represents only the Federal amount. Funding years 2026, 2027, and 2028 use the 2025 published FTA tables. The Bipartisan Infrastructure Law expires in 2026; the table assumes a continuation of the programs. FTA Section 5310 and 5339 are statewide programs. ITD and the six MPO coordinated on the statewide program. Once a project is funded the Federal allocation is attributed to that project.				

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 19 includes the three-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 (and in the case of the County, additional roadways in their jurisdiction outside of the BTPO planning area). There is no straightforward way to determine the amount spent on federal-aid highways.

Table 19 Local Operations and Maintenance Average Revenues and Expenses

Local Operations and Maintenance	Annual Average	Percentage
Revenues		
Local	$ 9,680,036	42%
State	$ 13,362,667	58%
Federal	$ 48,664	0%
Total Revenues	$ 23,042,703	100%
Expenses		
Operations and Maintenance	$ 16,849,598	88%
Construction and Reconstructions	$ 2,330,496	12%
Total Expenses	$ 19,180,094	100%

Annual Average 2022-2024 Source Road and Street Report 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 PM_{10} National Ambient Air Quality Standards (NAAQS) with approval of the State Implementation Plan (SIP) and Maintenance Plan by the Environmental Protect 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 PM_{10} NAAQS. BTPO is the MPO for the PVNAA. The MPO is required to conduct a conformity determination on the Metropolitan Transportation Plan 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 20 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. The emission values are from the FY 2050 Metropolitan Transportation Plan Conformity Demonstration since no non-exempt transportation project list changes exist.

Table 20 Air Quality Conformity Determination Budget Test Results

Pollutant Name/Activity	Oxides of Nitrogen (NOx)	Volatile Organic Compounds	Primary OnRoad and RoadDust PM10 - Total
Motor Vehicle Emissions Budget 2011	856	651	498
2030 Horizon Year Emissions	218	149	423
Budget Test Results	PASS	PASS	PASS
2040 Horizon Year Emissions	113	126	452
Budget Test Results	PASS	PASS	PASS
2050 Horizon Year Emissions	104	122	477
Budget Test Results	PASS	PASS	PASS
Budget test: Emissions from planned transportation system Motor Vehicle Emission budget			

Table 21 Public Comments on TIP Notice

Key #	Comment	Name	Date Received	Response:
KN22687	Please ensure that pedestrian accommodations are provided and/or improved in this project (sidewalks, bike lanes, crosswalks, etc.) Also please ensure that the dedicated merge lanes at both the Yellowstone and Garrett Way intersections are removed.	Jim Anglesey	7/1/25	
KN24733	The safety risk of the S 5th Interchange is atrocious and is limiting the development surrounding the interchange. Please have this be a priority project. It needs traffic light controls at each off ramp at a minimum.	Jim Anglesey	7/1/25	
KN22687	Funding needed to complete the Garrett Oak plans to complete improvements for stormwater and pedestrians at Oak and Yellowstone	Hannah Sanger	7/22/25	
KN24733	Terry First- find replacement funding for this grant that was voided when 'OBBB' was passed in July 2025.	Hannah Sanger	7/22/25	This project has been removed from this TIP due to a lack of funding.

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
12098	NHS-7341, CENTER ST RR BR UPASS, POCATELLO	5	2025	Federal-Aid, Local Road System	POCATELLO	Awarded (or equiv.)	8,814,135.28
This project will replace the pavement on the underpass of the Center St. Railroad Bridge and provide improvements to retaining wall; including a pedestrian bridge over W. Center Street.							
12099	SMA-7031, INT HAWTHORNE & W QUINN RDS, CHUBBUCK	5	2022	Federal-Aid, Local Road System	POCATELLO	Awarded (or equiv.)	5,058,924.00
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.)	4,797,446.00
12428							
12428	US 91, YELLOWSTONE AVE & PEARL ST, POCATELLO	5	2014	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	673,937.00
12429	I 15B, INT 5TH AVE & CARTER SIGNAL, POCATELLO	5	2014	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	533,676.00
13098	I 15B, YELLOWSTONE AVE; CEDAR TO ALAMEDA, Pocatello	5	2014	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	1,691,635.00
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.							
20589	I 86, I 15 SYSTEM IC, POCATELLO	5	2025	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	133,600,555.00
The purpose of this project is to reconstruct the I-86/I-15 interchange. This project description will revise and update to establish the final concept and scope of work. The 5 existing bridges will be replaced by 8 new bridges with this project. Chubbuck Road will also be converted from an existing overcrossing of I-15 to an undercrossing of I-15. CRP funds will be used to construct 0.82 miles of Bike/ped access.							
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.							
21911	US 91, YELLOWSTONE AVE; BRENEMAN TO KNUDSEN, CHUB	5	2025	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	20,000.00
This is a safety project with a scope of constructing a concrete median, thereby disallowing left hand turns across multiple lanes of traffic.							
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.							
22109	LOCAL, FY23 BTPO METRO PLANNING	5	2023	Federal-Aid, Local Road System	BANNOCK PLANNING ORGA	Awarded (or equiv.)	209,537.01
Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration and Federal Transit Administration which are included in the Unified Planning and Work Program. The projects provide transportation planning services to region.							
22411	SMA-7231, S 5TH AVE SAFETY IMPROV, POCATELLO	5	2023	Federal-Aid, Local Road System	POCATELLO	Awarded (or equiv.)	290,650.00
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.							
22495	LOCAL, FY24 BTPO METRO PLANNING	5	2024	Federal-Aid, Local Road System	BANNOCK PLANNING ORGA	Awarded (or equiv.)	436,126.50
Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration and Federal Transit Administration which are included in the Unified Planning and Work Program. The projects provide transportation planning services to region.							
22544	I 86, UPRR BRIDGE, POCATELLO	5	2023	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	19,547,365.00
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							
22883	LOCAL, PEDESTRIAN CROSSINGS, POCATELLO	5	2025	Federal-Aid, Local Road System	POCATELLO	PS&E (or equiv.)	158,861.00
This project will construct improved pedestrian crossings along two principle arterial roads with the installation of bulb outs and curb ramps at twelve intersections along Main Street and will install Rectangular Rapid Flashing Beacons (RRFB), bulb out/curb ramps adjacent to Pocatello High School to establish highly visible pedestrian crossings.							
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.							

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
23298	SMA-7401, FLANDRO DR SAFETY IMPRV, POCATELLO	5	2025	Federal-Aid, Local Road System	POCATELLO	PS&E (or equiv.)	45,000.00
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.							
23346	I 15, NORTHGATE IC TO FORT HALL IC ENV	5	2024	State Funded Program	STATE OF IDAHO (ITD)	Development	12,100,000.00
Traffic and environmental study on I-15 from Northgate IC to Fort Hall IC to evaluate capacity and safety improvements. Study to include additional through lanes, auxiliary lanes, bridge improvements, and interchange and ramp improvements. Projects will be split into three separate PS&E packages under the design Key Number 23579.							
23364	LOCAL, FY23 CHUBBUCK 7 ADA CURB RAMPS	5	2023	State Funded Program	CHUBBUCK	Development	60,000.00
Construct 7 Americans with Disabilities Act (ADA) curb ramps in Chubbuck, Bannock Co., Idaho.							
23365	LOCAL, FY23 POCATELLO 4 ADA CURB RAMPS	5	2023	State Funded Program	POCATELLO	Development	60,000.00
Construct 4 Americans with Disabilities Act (ADA) curb ramps in Pocatello, Bannock Co., Idaho.							
23579	I 15, NORTHGATE TO FORT HALL, BANNOCK CO	5	2024	State Funded Program	STATE OF IDAHO (ITD)	Development	15,250,000.00
Widen the interstate to three lanes in both directions, including replacement of structures, drainage facilities, geometrics, and interchange merge/diverge improvements.							
23697	OFFSYS, MONTE VISTA TO POCATELLO CR RD PATHWAY	5	2024	Federal-Aid, Local Road System	POCATELLO	PS&E (or equiv.)	179,000.00
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.							
23953	SMA-7241, NEW DAY PARKWAY RRX, CHUBBUCK UPPR #8115	5	2023	State Funded Program	CHUBBUCK	Development	1,000,000.00
23954	STP-7041, CHUBBUCK RD RRX, CHUBBUCK UPRR #811539R	5	2023	State Funded Program	CHUBBUCK	Development	850,000.00
Union Pacific Cantilever light upgrade							

BANNOCK
Transportation Planning
ORGANIZATION
214 E. Center Street Suite 70 | P.O. Box 6129 | Pocatello ID 83205

2026 - 2032

Conformity Demonstration for the Transportation Improvement Plan (TIP) & 2050 Metropolitan Transportation Plan

WWW.BANNOCKPLANNING.ORG

Conformity Demonstration for the FY 2026 – 2032 Transportation Improvement Program and 2050 Metropolitan Transportation Plan

Prepared By

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Public Review: July 2025
Policy Board Approved: 9/8/25

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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Introduction

Transportation conformity is the process by which metropolitan planning organizations (MPOs) or departments of transportation (DOTs) demonstrate that transportation projects included in a region's Metropolitan Transportation Plan (MTP) or Transportation Improvement Program (TIP) do not cause new air quality violations, worsen existing violations, or delay timely attainment of the National Ambient Air Quality Standards (NAAQS). A transportation conformity demonstration is required at least once every four years or when an MPO adopts a new MTP or TIP or amends, adds, or deletes a regionally significant, nonexempt project in a Plan or TIP. The 2026-2032 TIP is an updated version, therefor a conformity demonstration is required.

The Portneuf Valley Non-attainment Area (PVNAA) (Figure 1) was shown to have met the PM_{10} National Ambient Air Quality Standards (NAAQS) with the approval of the redesignation request and associated State Implementation Plan (SIP)/Maintenance Plan by the Environmental Protection Agency (EPA) (71 FR 39574, July 13, 2006). 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 PM_{10} NAAQS.

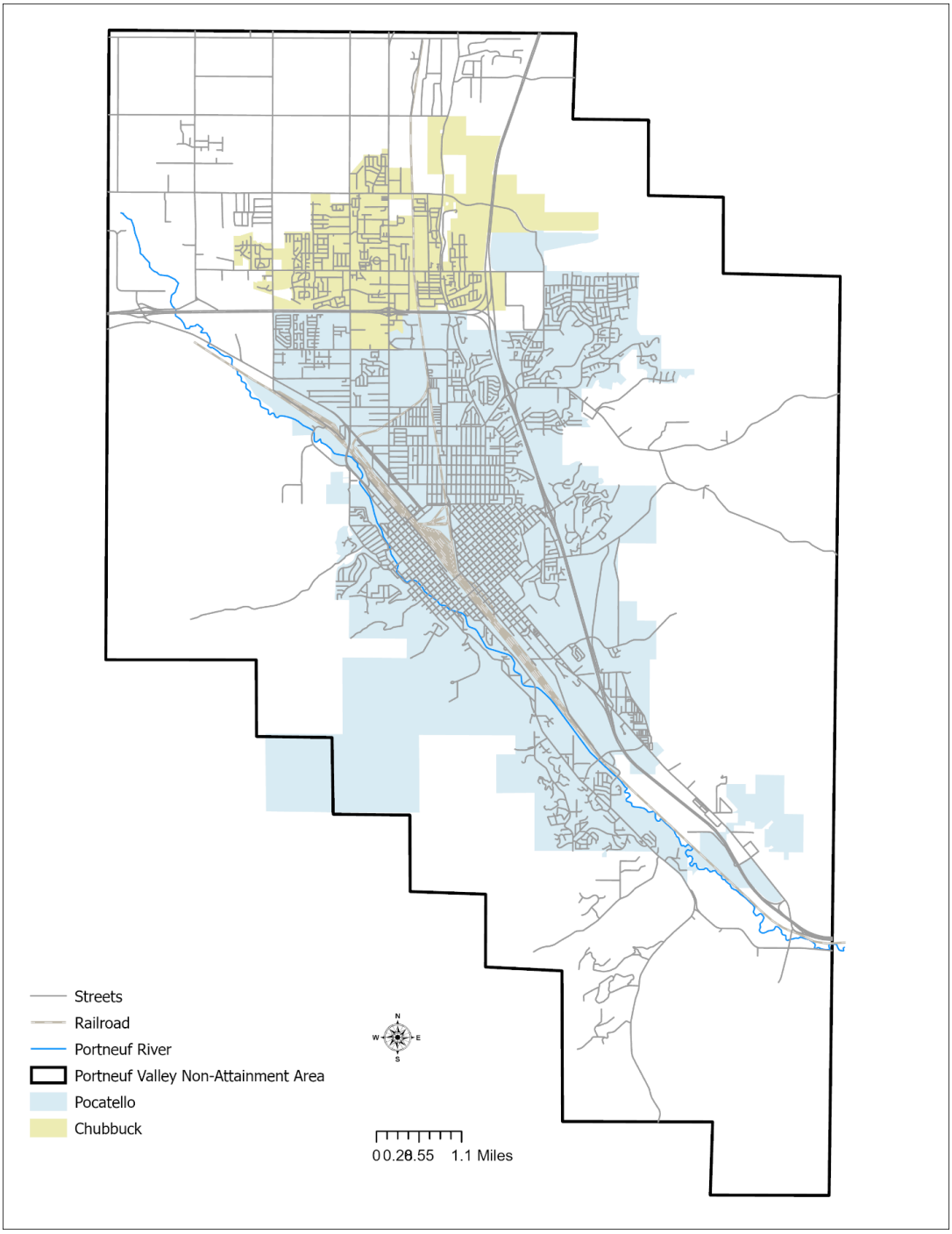
Bannock Transportation Planning Organization (BTPO) is the Metropolitan Planning Organization for the PVNAA. Metropolitan Planning Organizations are required to conduct a conformity determination on the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP).

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 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).

The conformity demonstration provided in the document and budget test demonstrates that the FY 2026 – 2032 Transportation Improvement Program and 2050 Metropolitan Transportation Plan meet the requirements of the State Implementation Plan.

Figure 1 Portneuf Valley Non-Attainment Area



Transportation Plans

This conformity determination is specifically for the 2050 Metropolitan Transportation Plan (MTP) and the 2026-2032 Transportation Improvement Program (TIP). The MTP and TIP meet the 2014 State Implementation Plan requirements. The TIP lists all federally funded projects, as well as those considered regionally significant. A regionally significant project is defined as one on a Principal Arterial that affects capacity. The MTP contains the projects and strategies for 2050. Both documents list projects that achieve goals and performance measures. The TIP and MTP are fiscally constrained, meaning that the amount of funds anticipated over the next seven years (TIP) and twenty years (MTP) aligns with the anticipated cost of the identified projects. The SIP does not identify any Transportation control measures for the PVNAA.

Interagency Consultation

The Interagency Consultation Committee (ICC) is comprised of representatives from local, State, and federal governments interested in transportation and air quality. The development of conformity determination for the 2050 Metropolitan Transportation Plan and the 2026 – 2032 Transportation Improvement Program included consultation from the ICC. Appendix A provides a summary of the ICC meetings.

Time Horizons

In analyzing the time frame requirements in 40 CFR §93.106(a)(1), 40 CFR §93.106(d)(1), and 40 CFR §93.118(b)(2), the following horizon or analysis years have been identified:

- Horizon Year 2030 – Within ten years of the validation of the 2020 travel demand model per 40 CFR §93.106(d)(2)(i)(B)
- Horizon Year 2040 – The horizon years must be within ten years. per 40 CFR §93.106(a)(1)(ii)
- Horizon Year 2050 - 40 CFR §93.106(a)(1)(i) requires the last year of the 2050 MTP to be a horizon year.

Portneuf Valley Non-Attainment Area Transportation Conformity Assumptions

The Motor Vehicle Emissions Simulator Model 4 (MOVES4) was used to complete this conformity analysis. The conformity analysis utilized the results of the Metropolitan Transportation Plan 2050 model runs, as the projects and travel demand model had not undergone any changes. The MOVES model provides vehicle emissions for nitrogen oxide (NOx), volatile organic compounds (VOCs), and a portion of particulate matter

that is less than ten microns (PM_{10}). BTPO calculated the paved road dust portion of PM_{10} using the 2011 AP-42 Compilation of Air Pollutant Emission Factors – Chapter 13.

The PVNAA State Implementation Plan lists no transportation control measures.

MOVES4 Input Assumptions

The Travel Demand Model (TDM) and Portneuf Valley PM_{10} Maintenance Plan Amendment describe the inputs used in the MOVES models. The TDM and MOVES models are complex software packages that utilize local data to reproduce or simulate travel or emissions for existing and future conditions. This section discusses the key assumptions or inputs for the TDM and MOVES models.

National emissions data for the National Emission Inventory 2023 is the basis of the MOVES model. Local data replaces some of the national data sets to improve the accuracy of the MOVES model.

Vehicle Fleet Key Assumptions

Vehicle population and age distribution came from the following four sources:

- Cars, motorcycles, trucks, and light commercial trucks – Idaho DMV
- Transit buses, refuse truck – data from providers
- School buses – Idaho Department of Education
- Other buses, commercial trucks – Short and long haul – National defaults

The vehicle population data was for Bannock County. The Idaho Department of Environmental Quality developed Vehicle Age Distribution data for Bannock County using VIN–decoded vehicle registration data. The emissions inventory and all the conformity runs use the same age distribution. The State collects vehicle registration and automatic traffic recorder information for conformity purposes every three years. The 2020 data set used in the MOVES runs is the best available vehicle fleet data.

Fuel-Related Key Assumptions

All analysis years use the national default fuel supply. National defaults account for alternative-fueled vehicles, the Portneuf Valley PM10 Maintenance Plan Amendment setting.

Meteorology Key Assumptions

Meteorology inputs, including average hourly temperature, relative humidity, and precipitation, came from observed data for 2011 at the Pocatello Regional Airport. All conformity runs use the 2011 meteorological data to develop the 2014 Maintenance plan.

Paved Road Dust Key Assumptions

BTPO used January 2011 AP-42 Compilation of Air Pollutant Emission Factors Section 13.2.1 Paved Roads Equation 2 to determine the daily paved road dust emissions. The emissions for each roadway type are the product of the emission factors and the VMT each day. The road dust equation components are VMT, road surface silt loading, average vehicle weight, and precipitation. Differences in silt loading during the winter and summer require defining the seasons. November 1 – February 29 is the winter season, and the period from March 1 – October 31 is the summer season. The method used is the same in the Portneuf Valley PM_{10} Maintenance Plan Amendment.

$E_{ext} = [K (sL)^{0.91} X (W)^{1.02}]$

Were

E_{ext} = PM_{10} or $PM_{2.5}$ emission factor in the same units as k

K = particle size multiplier (1.0 for PM_{10}) (grams/VMT)

sL = road surface silt loading (grams per square meter)

W = average weight of the vehicles traveling the road (tons)

(E*quation 2 from January 2011 AP-42 Compilation of Air Pollutant Emission Factors Section 13.2.1 Paved Roads)*

Vehicle Miles Traveled: VMT is generated from the TDM outputs and Highway Performance Monitoring Data to get hourly distribution by roadway type.

Silt Loading: Silt loading is the average amount of material on the road. In 2021, the Idaho Department of Environmental Quality proposed a revised method to determine silt loading using local data. The winter sanding practices of the City of Pocatello, the City of Chubbuck, the Idaho Transportation Department, and Bannock County differ from the national defaults used in AP-42. Table 1 provides the silt loading factors based on the change in winter sanding practices.

Table 1 Silt Loading Factors

Road Type ID	Road Type	Season	Silt Loading
11	Rural Interstate	Winter	0.028100805
13	Rural Arterial	Winter	0.392049129
21	Rural Local	Winter	1.55
23	Urban Interstate	Winter	0.017585848
27	Urban Arterial	Winter	0.148553888
33	Urban Local	Winter	1.55
11	Rural Interstate	Summer	0.028100805
13	Rural Arterial	Summer	0.185629466
21	Rural Local	Summer	0.6
23	Urban Interstate	Summer	0.017585848
27	Urban Arterial	Summer	0.083158457
33	Urban Local	Summer	0.6

Average Vehicle Weight: Road dust emissions were calculated using the average vehicle weight from the National Emission Inventory (NEI) for the 2020 base year.

Precipitation Data: If there is a day with more than a trace of precipitation (≥0.01 inches), that day is considered not to have measurable road dust. Data came from the MESOWEST and Western Regional Climate Center for 2011. Therefore, the 2030, 2040, and 2050 horizon years use the 2011 data.

Vehicle Miles Traveled Conversion

The BTPO Travel Demand Model (TDM) provides the average annual weekday traffic (AAWDT) for the PVNAA area for each time horizon. Automatic Traffic Recorder (ATR) data convert the AAWDT into hourly, daily, and monthly traffic volume. The ATR data set used here is from ITD covering 2019-2020. The data set includes one hundred and six (106) ATR sites with complete data in southern Idaho counties. Combined with the vehicle mix datasheet updated in May 2020 by ITD, the VMT and VHT-related MOVES input files are produced from this data.

Travel Demand Model

The BTPO TDM was calibrated and validated for a 2020 base year. The calibration of the TDM was completed using a household survey of the PVNAA. Calibration is the process of adjusting the parameters and constants within the various steps of the model to observed data. The calibration data for the model primarily comes from the household survey. The BTPO TDM was validated using traffic count data from 2020 and 2021 for the BTPO and State HPMS databases. Due to the COVID-19 pandemic, traffic counts from the fall of 2020 and 2021 were used. The counts used were compared to the available trend for that site. Due to demographics and land use patterns, the TDM model domain is slightly larger than the PVNAA area. The larger model domain is clipped only to show the results for the PVNAA. BTPO's travel demand model is network-based and uses TransCAD, a commercial travel demand software package. The current version is TransCAD 9.0. The TDM models all roads in the PVNAA. The TDM has an AM Peak, Mid-Day, PM Peak, and Daily periods. The daily model is provided as input to the MOVES3 model. The 2020 Travel Demand Model Development and Validation Report documents the development process.

The methodology for developing and validating the TDM involved the following steps:

- Demographic database for the base year (2020)
- Traffic Analysis Zone (TAZ) for model area
- Street network development
- Trip Generation Model
- Trip Distribution Model
- Mode Split and Transit Service Assumptions
- Vehicle assignment model
- Model Calibration and Validation

Demographic Database for the base year 2020

The Population, Housing, and Employment Forecast 2050 Report outlines the procedures for developing the 2020 demographic data. Housing data is from the 2020 Census, and the employment data is from the Bureau of Economic Analysis, Idaho Department of Employment, and Data Axle USA.

Street Network and TAZ development

The street centerline layer was updated to show all public roads within the PVNAA. This centerline file represents a snapshot of the street network in 2020. The Traffic Analysis Zones are polygon representations of areas with similar trip characteristics. The 2020

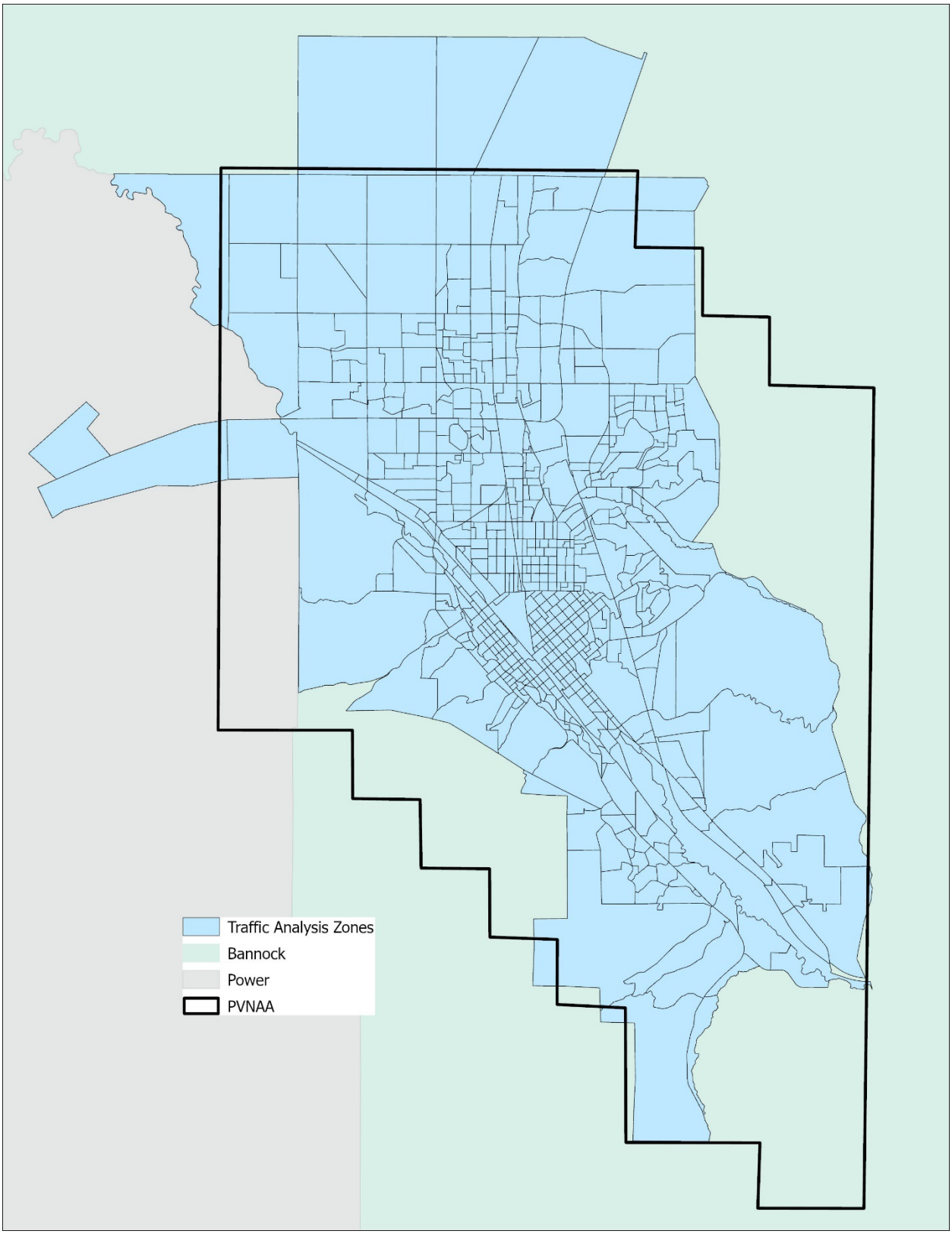
model had 644 TAZs ranging from .01 to 4.0 square miles (Figure 2). The 2020 United States Census block information is the basis for the TAZ borders.

Trip Generation Model

Trip generation involves converting household data into vehicle trips. Based on the 2012 household survey, a conversion table converted households into household sizes and the number of workers per household. Trip Generation uses six trip purposes to calculate the average weekday person trips. The trip purposes are:

- HBW – Home-Base Work
- HBC – Home-Base College
- SCH – Home-Based School
- HBS – Home-Based Shopping
- HBO – Home-Based Other
- NHB – Non-Home Based

Figure 2 Traffic Analysis Zones for the BTPO Travel Demand Model



Trip Distribution

The destination choice trip distribution model was developed in 2012 using household travel survey data and a multinomial logit estimation procedure. The model coefficients were evaluated against the Caliper Corporation's model estimation work for the Central Coast of California, specifically Monterey, San Luis Obispo, and Santa Barbara. The review provided a deeper understanding of the model specifications and their corresponding coefficients. Some of the coefficients were adjusted as part of the update to gain a better understanding of the attractions, enhance trip distribution, and increase the model's sensitivity.

The structure of the destination choice model remained unchanged in a destination choice model. Trip productions are distributed to destination zones by calculating the utility of each destination, which is a function of the impedance (travel time) and size of the destination (employment at the location). The model uses the following variables:

Auto travel time - Autott = auto travel time matrix
Employment in attraction zones:
- RetEmp = retail trade employees
- SvcEmp = service employees
- EduEmp = education employees
- ISUEmp = Idaho State University employees
- OthEmp = all other employees
- Households = Households

Since the production end of the NHB trip productions is not generated at the home zone, the zonal NHB trip productions are aggregated to the region and then redistributed to zones based on a simple model of the zonal share of household and employment. The destination choice model is then applied to choose destinations for NHB productions.

Mode Split and Transit Service Assumptions

BTPO's TDM is not a traditional four-step model. In traditional four-step models, the mode split, the number of trips by walking, bicycling, or transit, is calculated in the same process used to calculate vehicle trips and the trips assigned to the network. In the BTPO model, the non-vehicle travel (walking, bicycle, and transit) is removed from the trip distribution matrix using a modified mode split method built into the TDM. Based on the household survey, the percentage of non-vehicle trips from one district to another is known. Figure 3 shows the district boundaries, and Table 3 shows the factor

applied to the distribution matrix during the trip distribution step. The percentage of non-vehicle trips is constant over the twenty years of the TDM.

Figure 3 Travel Demand Model Districts

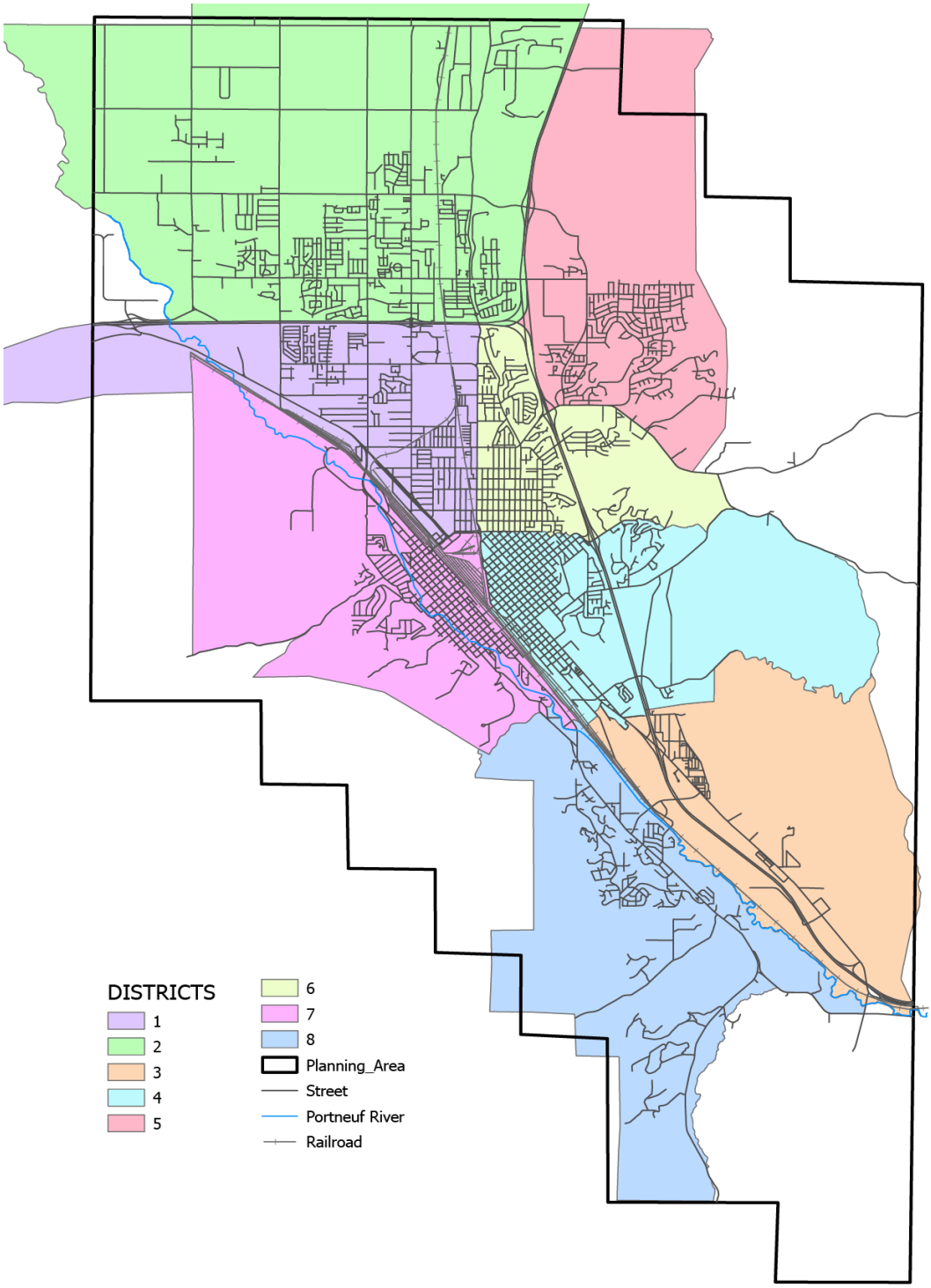


Table 2 District to District factor to account for a walk, bike, or transit trip

from_district	to_district	HBW_auto	HBO_auto	HBS_auto	SCH_auto	HBC_auto	NHB_auto
1	1	0.98	0.82	0.98	0.5	1	0.88
1	2	0.99	0.99	0.99	0.5	1	1
1	3	1	0.99	0.99	0.5	1	1
1	4	0.95	0.99	0.99	0.5	1	1
1	5	1	1	1	0.5	1	1
1	6	1	0.98	0.98	0.5	1	1
1	7	0.99	0.99	0.99	0.5	1	1
1	8	1	1	1	0.5	1	1
2	1	1	0.99	0.99	0.5	1	1
2	2	0.99	0.82	0.98	0.5	1	0.88
2	3	1	0.99	0.99	0.5	1	1
2	4	0.99	0.99	0.99	0.5	1	1
2	5	1	1	1	0.5	1	1
2	6	0.99	0.99	0.99	0.5	1	1
2	7	1	0.99	0.99	0.5	1	1
2	8	1	1	1	0.5	1	1
3	1	0.99	0.99	0.99	0.5	1	1
3	2	1	0.99	0.99	0.5	1	1
3	3	0.99	0.82	0.98	0.5	1	0.88
3	4	0.98	0.99	0.99	0.5	1	1
3	5	1	1	1	0.5	1	1
3	6	0.98	0.99	0.99	0.5	1	1
3	7	0.99	0.99	0.99	0.5	1	1
3	8	1	1	1	0.5	1	1
4	1	0.99	0.99	0.99	0.5	1	1
4	2	1	0.99	0.99	0.5	1	1
4	3	0.99	0.99	0.99	0.5	1	1
4	4	0.9	0.8	0.95	0.5	0.5	0.88
4	5	1	1	1	0.5	1	1
4	6	0.98	0.98	0.98	0.5	1	1
4	7	0.94	0.98	0.98	0.5	0.95	1
4	8	1	1	1	0.5	1	1
5	1	1	1	1	0.5	1	1
5	2	1	1	1	0.5	1	1
5	3	1	1	1	0.5	1	1
5	4	1	1	1	0.5	1	1
5	5	1	0.82	0.99	0.5	1	0.88
5	6	1	1	1	0.5	1	1
5	7	1	1	1	0.5	1	1
5	8	1	1	1	0.5	1	1
6	1	0.99	0.98	0.98	0.5	1	1
6	2	0.99	0.99	0.99	0.5	1	1
6	3	0.99	0.99	0.99	0.5	1	1
6	4	0.95	0.98	0.98	0.5	1	1
6	5	1	1	1	0.5	1	1
6	6	0.99	0.82	0.98	0.5	1	0.88
6	7	0.99	1	1	0.5	1	1
6	8	1	1	1	0.5	1	1
7	1	0.99	0.99	0.99	0.5	1	1
7	2	1	0.99	0.99	0.5	1	1
7	3	0.99	0.99	0.99	0.5	1	1
7	4	0.94	0.98	0.98	0.5	0.95	1
7	5	1	1	1	0.5	1	1
7	6	0.99	1	1	0.5	1	1
7	7	0.98	0.82	0.96	0.5	1	0.88
7	8	1	1	1	0.5	1	1
8	1	1	1	1	0.5	1	1
8	2	1	1	1	0.5	1	1
8	3	1	1	1	0.5	1	1
8	4	1	1	1	0.5	1	1
8	5	1	1	1	0.5	1	1
8	6	1	1	1	0.5	1	1
8	7	1	1	1	0.5	1	1
8	8	1	0.98	1	0.5	1	0.88

Vehicle Assignment

The vehicle trips are assigned to the highway network, and link and intersection volumes are calculated at this stage. The model uses the User Equilibrium (UE) traffic assignment method with an Akcelik volume-delay function. The volume-delay function affects the travel speed on links as the volume of that link increases. The model used the Bureau of Public Roads function (Equation 1).

Equation 1 Bureau of Public Roads Volume Delay Function

$$t_i \cdot \left[1 + \alpha_i \left(\frac{x_i}{C_i} \right)^{\beta_i} \right]$$

Where:

t_i = Free flow travel time on link i

C_i = capacity of link i

x_i = Flow on link i

α = Constant

β = Constant

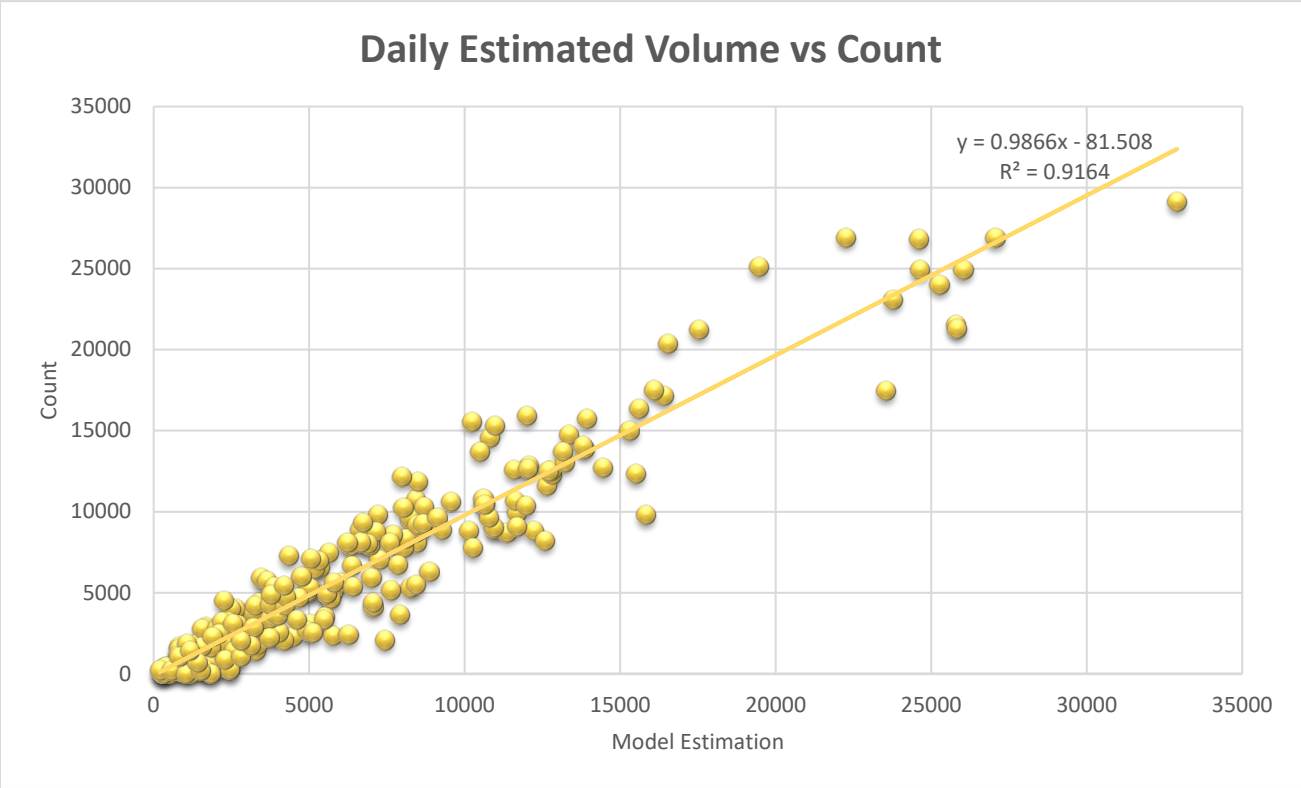
Model Calibration and Validation

The model calibration involves comparing the TDM output to the known information about regional travel. Trip generation rates are compared to national sources to test for reasonability. The trip generation rate of 9.4 is similar to that of NCHRP 716 (9.7) and the 2009 NHTS (9.1). Trip distribution validation is calibrated by comparing the modeled trip length to the BTPO household survey.

Validation of the TDM compares the observed link volumes (traffic counts) and the estimated link volumes. A scatterplot of the daily assignment results is presented below. It shows a good between the traffic counts and the assigned link volume (Figure 4). The R-squared between the assigned link volumes and the traffic counts is 0.9164 daily. TDM meets the acceptable error percentages in the 1997 FHWA publication Calibrating and Adjustment of System Planning Models.

The observed link volumes are taken from Highway Performance Monitoring Data (HPMS). HMPS is a national reporting system where traffic counts are taken for representative segments to determine the statewide annual vehicle miles traveled. Both ITD and BTPO collect HPMS data for the PVNAA.

Figure 4 2020- 2021 Daily Observed Traffic Versus Estimated Traffic

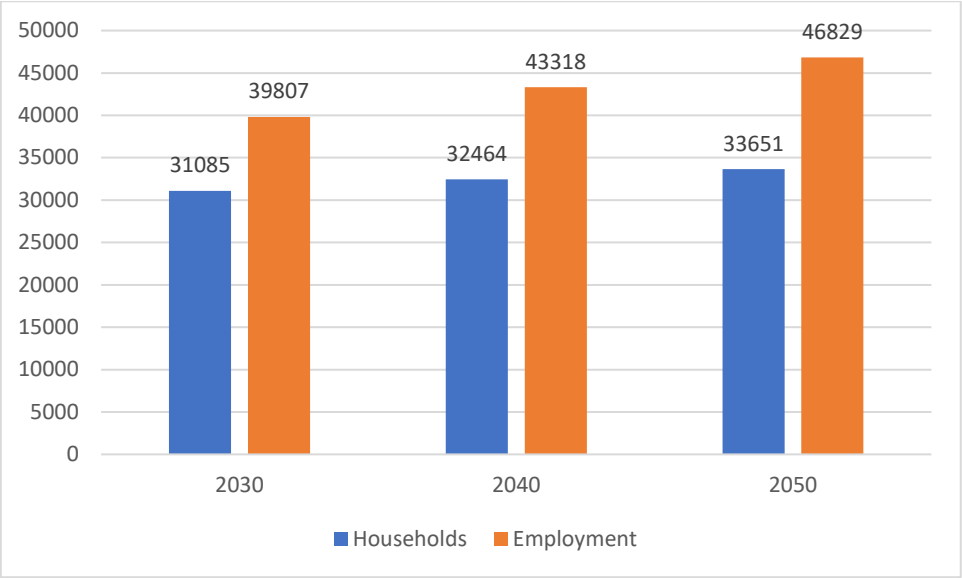


Horizon Year Demographic Data the Street Network

The calibrated and validated 2020 model is modified to determine 2030, 2040, and 2050 traffic data. Figure 5 provides the housing unit and employment projections for each horizon year.

The base model includes the street network modified to include streets constructed between 2015 and 2021. The TDM's street network is modified to include the proposed changes to the street network for each horizon year.

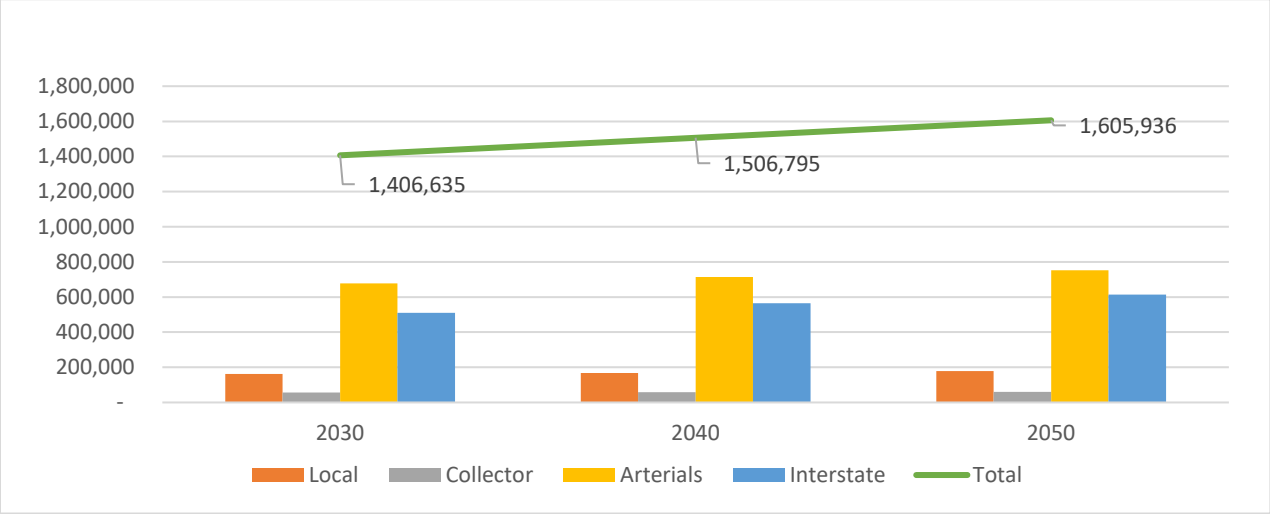
Figure 5 Demographic Projections by Horizon Years



Travel Demand Model Output

Figure 6 Provides the TDM results for the 2030, 2040, and 2050 horizon years.

Figure 6 Vehicle Miles Traveled Estimated for Horizon Years



Projects Included in the Transportation Emissions Analysis

The purpose of transportation conformity is to ensure that emissions from the transportation activities within the area will not exceed the MVEB for that area. Transportation conformity at a program level pertains to the Metropolitan Transportation Plan and the Transportation Improvement Program (TIP). The 2050

Metropolitan Transportation Plan includes all the TIP projects. Table 3 lists the projects modeled for the 2030 horizon year in the travel demand model. Table 4 lists the projects for the 2040 horizon year. Table 5 lists the 2050 horizon year projects modeled in the travel demand model. No regionally significant projects are planned outside of those listed in Tables 3 and 4. A regional significant project is any project that modifies a principal arterial regardless of the funding source.

Table 3 - 2030 Horizon Year Projects

Key Number	Project Name	Activity	Year of Activity	Sponsor
24308	I-15 Northgate to Fort Hall North	Add a travel lane to I-15 from Northgate to the Fort Hall Interchange	2026	ITD
24307	I-15 Northgate to Fort Hall South	Add a travel lane to I-15 from Northgate to the Fort Hall Interchange	2026	ITD
24361	North Portneuf Crossing	Extend Foot Hill Boulevard north to Kraft Road. Signalize the intersection of Kraft Road and Main Street. Install separate bicycle facilities.	2026	Pocatello
21860	Yellowstone - Park Lawn and Siphon	Widen existing road from two to five lanes, including sidewalks and bicycle facilities	2026	ITD
Sponsor Codes: BPO = Bannock Transportation Planning Organization; Chubbuck = City of Chubbuck; Pocatello = City of Pocatello PRT = Pocatello Regional Transit; ITD = Idaho Transportation Department.				

Table 4 - 2040 Horizon Year Projects

Key Number	Project Name	Activity	Year of Activity	Sponsor
23171	Yellowstone Avenue - Siphon Road to Reservation Road	This project will address the safety and capacity of a corridor by widening Yellowstone from Siphon Road to Tyhee Road to five lanes.	2031	ITD
22867	Gould Street - Yellowstone Ave to Garrett Way	Widen the westbound lanes from two to three and add additional right turn lanes to the intersection of Garrett Way and Gould St.	2031	ITD
Sponsor Codes: BPO = Bannock Transportation Planning Organization; Chubbuck = City of Chubbuck; Pocatello = City of Pocatello PRT = Pocatello Regional Transit; ITD = Idaho Transportation Department.				

Table 5 2050 Horizon Year Projects

Key Number	Project Name	Activity	Year of Activity	Sponsor
Local 1	Hawthorne Road: Alameda Road and West Quinn Road Widening	The project will widen the road at major intersections and add sidewalks and bicycle paths on both sides.	2046	Pocatello
Sponsor Codes: BPO = Bannock Transportation Planning Organization; Chubbuck = City of Chubbuck; Pocatello = City of Pocatello PRT = Pocatello Regional Transit; ITD = Idaho Transportation Department.				

Table 6 lists the projects exempt from regional air quality conformity defined in CFR 40 §93.126 Table 2.

Table 6 Projects exempt from regional emissions analysis Table 2 (40 CFR § 93.126)

Key Number	Project Name	Activity	Year of Activity	Exempt Project Type
Mass Transit				
13800	Pocatello UZA Operations	Operations provide funds for the day-to-day operations of the PRT fixed-route system.	2026 -2029	Operation Assistance
13801	Pocatello UZA Capital Lease	Capital Facility Lease provides funds to lease a transfer station for the fixed transit route system	2026 - 2029	Purchase of Office
13802	Pocatello UZA Capital	Demand Response Operations provides door-to-door transit service for elderly and disabled persons in the Pocatello urban area.	2026 -2029	Operation Assistance
13803	Pocatello UZA Preventive Maintenance	Provide all maintenance costs related to vehicles, including supplies, materials, labor, services, and associated costs required to preserve or extend the life of transit vehicles.	2026 -2029	Purchase of operating equipment
19755	Pocatello UZA Capital	The Capital Vehicle Replacement project will purchase new buses to replace those that have exceeded their useful life. An estimated four busses will be purchased	2026 -2029	Purchase of new buses
19720	Pocatello USZ Planning	Mobility management provides planning services to assist in coordinating transit services between transit providers and human service agencies.	2026 -2029	Planning
Safety				
23024	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	2029	Adding Center Turn medians
22883	Pedestrian Crossing	Install curb extensions and RRFP at the intersection of Main Street and Arthur.	2025	Traffic Control Device

Key Number	Project Name	Activity	Year of Activity	Exempt Project Type
22376	I-86 Bridge Repair	Bridge deck preservation and preventative maintenance to Pocatello IC	2029	Pavement resurfacing and/or rehabilitation
22932	Rainbow Road to West Pocatello IC WB	Pavement treatment of westbound I-86	2028	Pavement resurfacing and/or rehabilitation
22933	Rainbow Road to West Pocatello IC EB	Pavement treatment of eastbound I-86	2027	Pavement resurfacing and/or rehabilitation
24085	Portneuf IC# 63 to South 5th IC #67	Pavement rehabilitation	2029	Pavement resurfacing and/or rehabilitation
Air Quality				
23905	Brennan Trail Extensions	Multi-use Pathway	2026	Bicycle and Pedestrian Facilities
24733	Terry First Connection	Multi-use Pathway	2026	Bicycle and Pedestrian Facilities
24683	Hiline Road Complete Street	The project aims to enhance the safety and capacity of Hiline Road, spanning from approximately McCormack Street to 1000 Hiline Road. The primary objectives are to improve safety, mobility, accessibility, economic opportunity, and environmental protection by widening Hiline Road and creating a complete street.	2031	Bicycle and Pedestrian Facilities

Key Number	Project Name	Activity	Year of Activity	Exempt Project Type
Other				
13804	Pocatello UZA Metropolitan Planning	Planning	2026 - 2029	Planning
23400	FY 2026 BTPO Metropolitan Planning	Planning	2026	Planning
23775	FY 2027 BTPO Metropolitan Planning	Planning	2027	Planning
23776	FY 2028 BTPO Metropolitan Planning	Planning	2028	Planning
24894	FY 2030 BTPO Metropolitan Planning	Planning- STBG-LU	2030	Planning
23777	FY 2029 BTPO Metropolitan Planning	Planning	2029	Planning
22914	SICOG SRTS Coordination	Safe Route to School Planning	2026- 2027	Planning
Sponsor Codes: BPO = Bannock Transportation Planning Organization; Chubbuck = City of Chubbuck; Pocatello = City of Pocatello PRT = Pocatello Regional Transit; ITD = Idaho Transportation Department.				
Project types included in this list are listed in 40 CFR §93.126 to 40 CFR §93.127 and are exempt for the conformity requirements.				

Motor Vehicle Emissions Budget

Secondary formation of PM_{10} can occur in the atmosphere through a series of complex photochemical reactions involving certain precursor pollutants. Studies indicate that secondary aerosols significantly contribute to PM_{10} concentrations in the Portneuf Valley. The conformity rule requires an MVEB for precursors to PM_{10} when they are significant contributors (40 CFR 93.109(b)(2)(iii)). Accordingly, an MVEB was established for N_{OX} and VOC. SO2 and NH3 are also considered precursors to PM_{10}. SO2 was not included as on-road vehicles are not a significant source of SO2 emissions (less than 1% of the total Portneuf Valley inventory in 2004). NH3 is not included in the MVEB because vehicles exhaust extremely small amounts, and the atmosphere in the Western US is considered ammonia-rich.

The PVNAA Motor Vehicle Emission Budget has been updated to reflect emission modeling with the MOVES model and the revised State Implementation Plan.

Table 7: PVNAA Revised Motor Vehicle Emission Budget

Year	PM_{10} (TPY)	NO_x (TPY)	VOC (TPY)
2020	498	856	651

Budget Test

A budget test compares the emission estimate to the MVEB. The MVEB for the PVNAA is 2020. The regional emission estimates are compared to the budget for each horizon year (2030, 2040, 2050). Figures 7, 8, and 9 provide the conformity budget test results for each horizon period.

Figure 7 Conformity Test for Horizon Year 2030

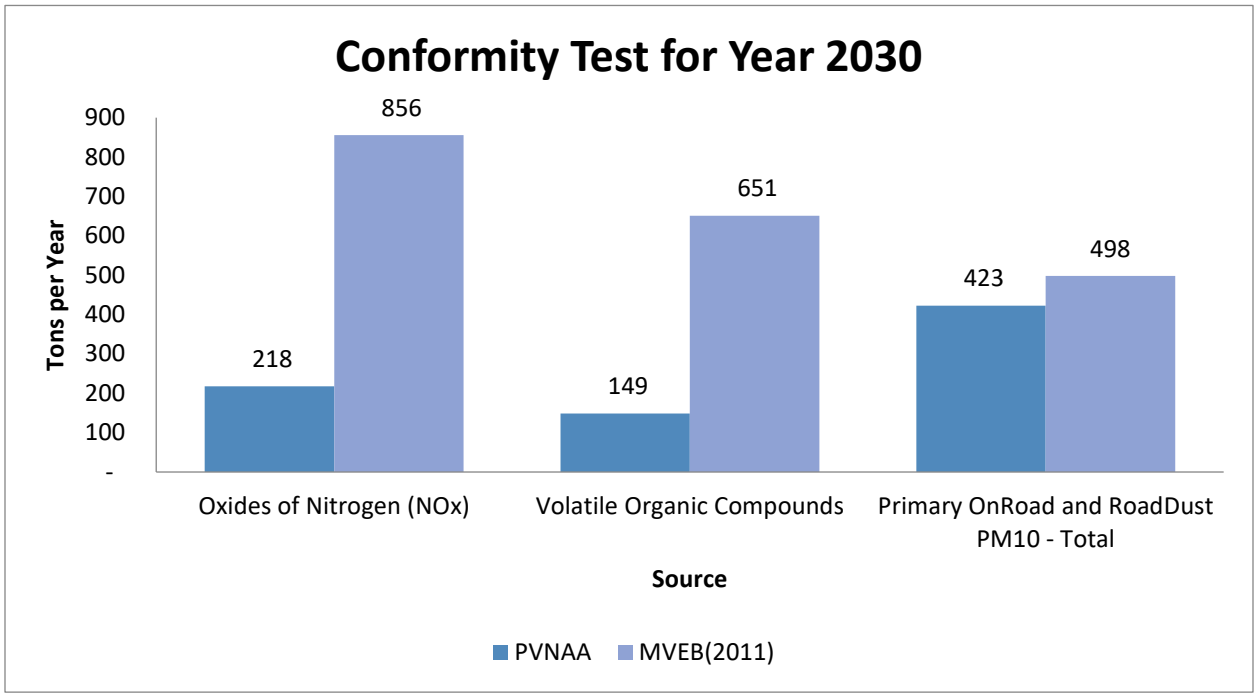


Figure 8 Conformity Budget Test for Horizon Year 2040

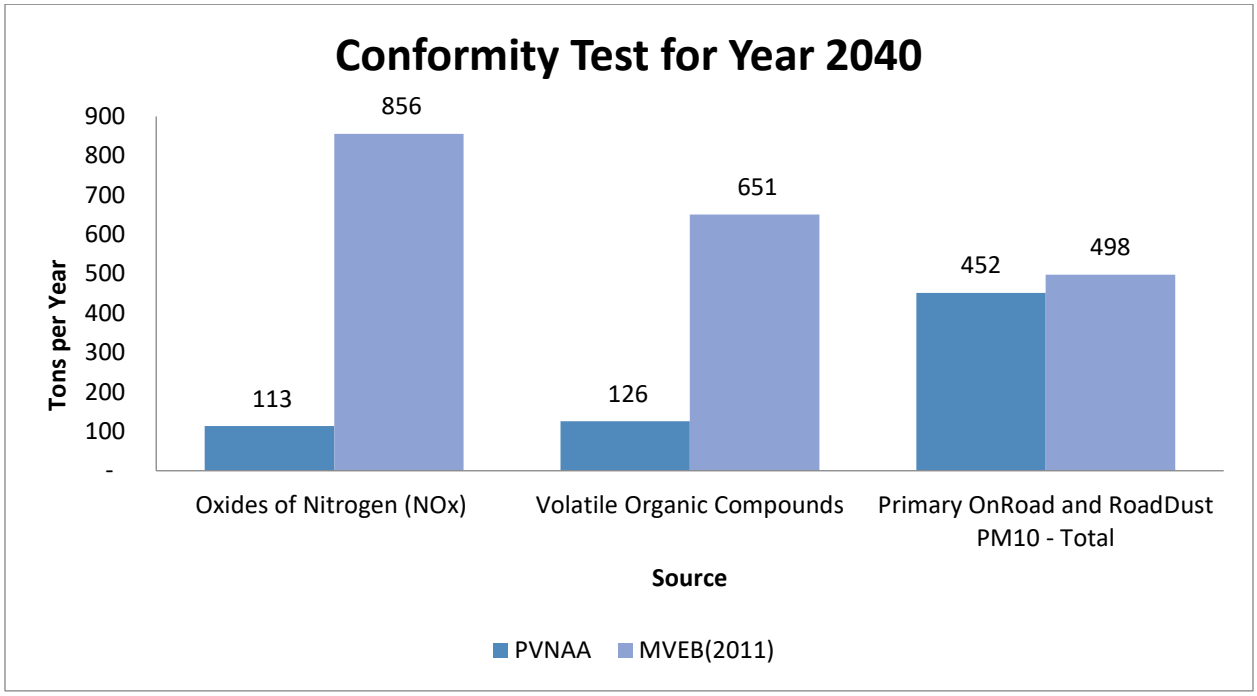
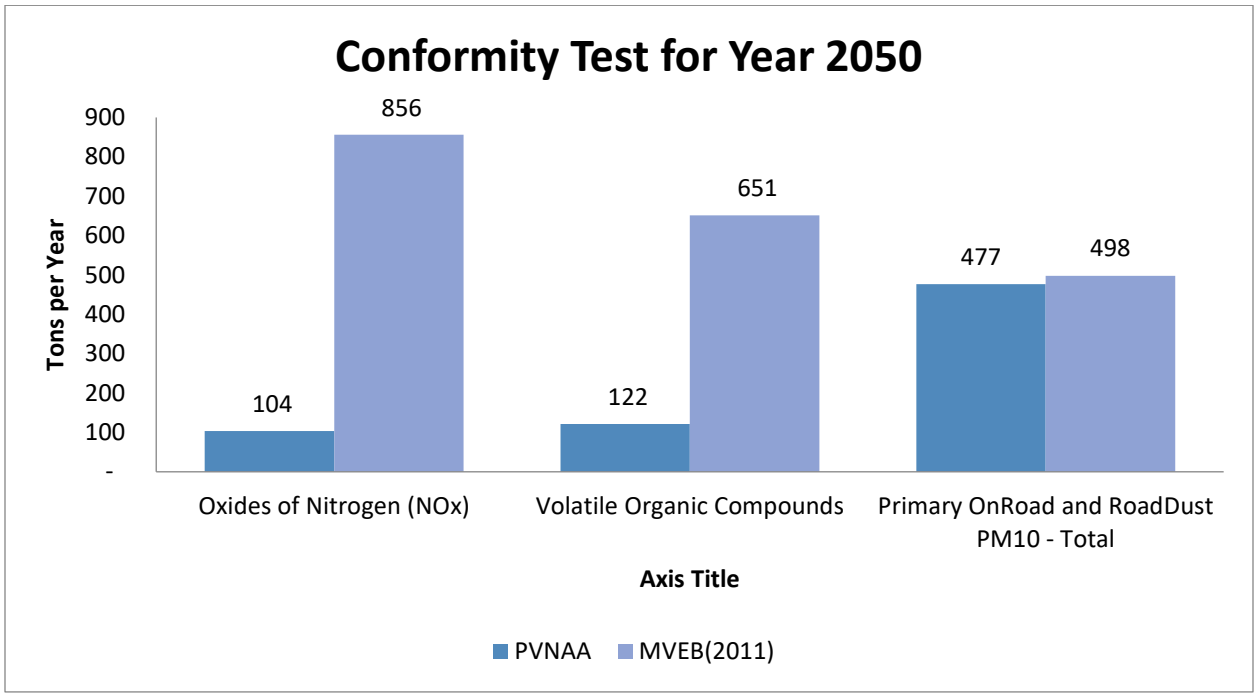



Figure 9 Conformity Budget Test for Horizon Year 2050