



BANNOCK
Transportation Planning
ORGANIZATION

214 E. Center Street Suite 70 | P.O. Box 6129 | Pocatello ID 83205

2027 - 2033

Draft Transportation Improvement Plan (TIP)

DRAFT FOR PUBLIC COMMENT



WWW.BANNOCKPLANNING.ORG

Transportation Improvement Program Fiscal Year 2027-2033

Prepared By
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DRAFT DATED JUNE 2026

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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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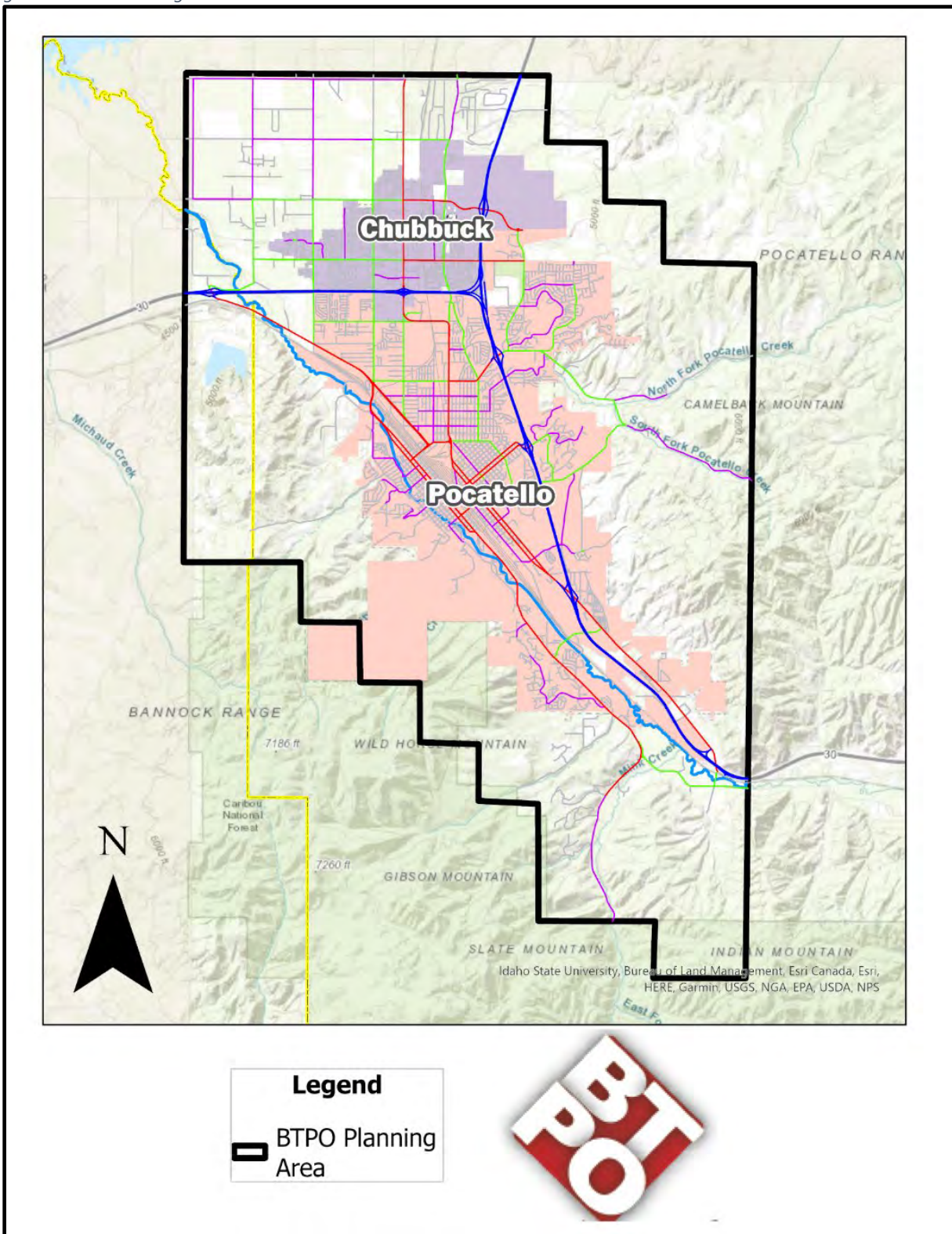
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**POLICY BOARD RESOLUTION OF APPROVAL WILL BE INSERTED HERE ONCE
APPROVED.**

Figure 1 BTPO Planning Area



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 2027 through 2033, and to demonstrate how the projects comply with federal planning regulations. Only the first four years (2027-2030) constitute the fiscally constrained federally approved TIP. 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. Fiscal Year 2027 runs from October 1, 2026, through September 30, 2027; BTPO's and the Federal Fiscal Years are the same.

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 2026), the TIP is submitted to ITD's headquarters for inclusion in the ITIP, and then the US Department of Transportation for approval.

About Bannock Transportation Planning Organization

Bannock Transportation Planning Organization (BTPO) is the designated transportation planning agency for the Pocatello/Chubbuck urbanized (Figure 1 on proceeding page). 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.

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 five 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 2031 and 2032 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, 2033/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 U.S. Department of Transportation unless otherwise noted.

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. 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 Projects

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. When changes occur, the only tables which are impacted and updated throughout the year are Tables 1 and 2.

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 treats changes to projects obligated in previous programs under the same criteria as if the current TIP was to be changed.

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

Criteria for TIP Amendments

- Adding a new project into the 4 years of the TIP;
- Removing a project within the first 4 years of the TIP, including projects that delay from the four-year TIP to a development year or preliminary development;
- Make a major change to one or more projects using the below guidelines for 'Major Changes.'
 - o Either the percentage change to an individual project's total project cost exceeds 30%, or:
 - For State projects, the project's total project cost changes by at least \$5,000,000.
 - For Local projects with a greater original total cost at or exceeding \$500,000, the project's total cost changes by at least \$2,000,000.

- o For projects with an original total cost under \$500,000, the cost changes by \$150,000 or more, unless:
 - The cost change is associated with carryover Consolidated Planning Grant funding from a prior year being re-obligated in a current year, in which case the amount being carried over can be updated into the program as a modification only.
- o 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.
- o Change in funding across modes (funding source changes from the highway to transit or vice versa)
- o A major change in project scope including:
 - Changes in the number of through traffic lanes change
 - Changes in termini 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

Initiation of a Change

The Project Sponsor initiates a change request. Project Sponsor means a representative from ITD District 5, Bannock County, City of Pocatello, City of Chubbuck, Pocatello Regional Transit, or other named Project Sponsor in the TIP. Sufficient information about the change request shall be provided to enable the general public to understand the request; BTPO shall judge whether additional information is needed prior to proceeding with the review process. BTPO reviews the changes request to determine whether the changes needs an Amendment or qualifies as an Administrative Modification and processes the change accordingly.

Administrative Modifications Process

The procedure for administrative modifications is as follows:

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

Surface Transportation Block Grant (STP-LU) Administrative Modifications Additional Steps

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

- If funding increases are required, BTPO prepares a request for the Large Urban Balancing Committee's consideration and approval.
- BTPO informs the requesting agency of the results of the request.
- BTPO submits the updated TIP with modifications highlighted to ITD PMO.
- BTPO will present the updated TIP at the next Policy Board meeting for the Board's information.

Change Request Process

The procedure for change requests is as follows:

- If an amendment is required, BTPO notifies the Project Sponsor, prepares an amendment documents, conducts the required public involvement following the Public Involvement Plan, presents the item to the Technical Advisory Committee for a recommendation, and then presents the item to the Policy Board for approval or denial.
- If a modification is permitted, BTPO performs the necessary review and approval.
- BTPO submits the approved changes to ITD's Program Management Office and updates the TIP webpage with approval documents.

- BTPO informs ITD's Program Management Office, Planning Services Group, and the Project Sponsor 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 2027-2033 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 Balancing 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 in Spring of 2026, new TAP awards were given to the City of Pocatello and SICOG.

Year of Expenditure

Costs shown in the TIP are reflective of Year of Expenditure costs- to calculate the costs, current year costs are increased by 2% annually throughout the TIP.

BTPO'S METROPOLITAN TRANSPORTATION PLANNING AREA TRANSPORTATION IMPROVEMENT PROGRAM

Table 1 identifies FHWA Federal-Aid funded projections by funding and source.

Table 2 identifies FTA Federal-Aid public transportation and transit projects funding and fund source.

The TIP identifies the project elements of each project by year. Each project is identified by its location, type of work activity, funding category, estimated construction cost, and sponsor. Project locations are identified in Appendix A. Priorities are not identified for projects within the same fiscal year. Projects scheduled within the first four years of the TIP are part of the fiscally constrained transportation program and may be advanced or modified in accordance with the MPO's amendment and administrative modification procedures. Projects shown beyond the fourth year of the TIP are informational only.

TIP Project Acronyms:

CN – Construction
PE - Preliminary Engineering
RW - Right-of-Way

STP-LU - Surface Transportation Program
TAP – Transportation Alternatives Program
(Formerly Community SR2S - Safe Routes to
School (Previous Program covered in TAP)

Table 1 Estimated Project Cost by Fiscal Year and Funding Category (in \$1,000s)- Transportation Projects

Table 1

BTPO

Regional Transportation Improvement Program

Program of Transportation Projects

FY2027-2033

BTPO Highways Project List

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

Route, Location			District	Scheduled Costs (Dollars in Thousands with Match) Year-Of-Expenditure Dollars (Not Current Prices)										Lifetime Direct Costs All Programs			
Key No.	Mileposts	Work, Detail			Ph	2027	2028	2029	2030	2031	2032	2033	PREL	Total	Federal	Match	Notes
Sponsor		Program	Fund														
US 91, PARK LAWN TO SIPHON RD, CHUBBUCK				5	CN	12,459	-	-	-	-	-	-	-	12,867	11,923	944	1
21860	MP 81.138 - 81.717	MAJRWIDN, Traffic Signals			PE	-	-	-	-	-	-	-	-	1,295	1,200	95	P R
STATE OF IDAHO (ITD)		SAFETY	HSIP		RW	-	-	-	-	-	-	-	-	2,000	1,853	147	M
US 91, PARK LAWN TO SIPHON RD, CHUBBUCK				5	CN	408	-	-	-	-	-	-	-	12,867	11,923	944	1
	MP 81.138 - 81.717	MAJRWIDN, Traffic Signals			PE	-	-	-	-	-	-	-	-	1,295	1,200	95	P R
STATE OF IDAHO (ITD)		CARBON	CARBON-LU		RW	-	-	-	-	-	-	-	-	2,000	1,853	147	M
This project is a widening project that will provide additional capacity along Yellowstone Avenue between Park Lawn and Siphon. It will also allow for the addition of a traffic signal at the intersection of Yellowstone Avenue and Siphon Road.																	
US 30, YELLOWSTONE TO GARRETT CORRIDOR, POCATELL				5	CN	-	-	-	-	-	-	-	Unfunded	12,438	11,525	913	1
22687	MP 335.400 - 335.800	SAFTY/TRAF OPER, Turn Bay			PE	-	-	-	-	-	-	-	Unfunded	1,820	1,686	134	P R
STATE OF IDAHO (ITD)		EARLY	HSIP		RW	-	-	-	-	-	-	-	Unfunded	1,505	1,395	110	
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.																	
LOCAL, SICOG SRTS COORDINATOR & ACTIVITIES				5	CN	-	-	-	-	-	-	-	-	164	152	12	1
22914	MP 0.000 - 0.000	ENV PRESV, Bicycle/Pedestrian/Equestri			PE	108	108	108	108	-	-	-	-	432	400	32	
MISCELLANEOUS		TAP	TAP-RURAL		RW	-	-	-	-	-	-	-	-	-	-	-	
This project provides for Safe Routes To School program personnel, education materials, encouragement incentives, special events and indirect costs.																	
SMA-7071, POLE LINE RD; W ALAMEDA TO W QUINN, POCATE				5	CN	-	-	4,006	-	-	-	-	-	4,006	3,712	294	1
23024	MP 0.626 - 1.615	RESRF/RESTO&REHAB, Pavement Reh			PE	350	-	-	-	-	-	-	-	350	324	26	
POCATELLO		STP-LARGE (L)	STP-LU		RW	-	-	-	-	-	-	-	-	-	-	-	
Widen Pole Line Road from W Alameda Road to W Quinn Road from four lanes to five lanes. The fifth lane is a two-way Center Turn Lane. A Sidewalk along Pole Line Road is also included in the project.																	
US 91, SIPHON TO TYHEE RD, BANNOCK CO				5	CN	-	-	-	-	-	-	-	Unfunded	10,465	9,697	768	1
23171	MP 81.300 - 83.300	MAJRWIDN, Turn Bay			PE	-	-	-	-	-	-	-	Unfunded	1,515	1,404	111	
STATE OF IDAHO (ITD)		EARLY	HSIP		RW	-	-	-	-	-	-	-	Unfunded	1,300	1,205	95	
This project is a safety and capacity project that will add a two way left turn lane and right turn lanes.																	
LOCAL, FY27 BTPO METRO PLANNING				5	CN	-	-	-	-	-	-	-	-	-	-	-	1 2
23775	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation St			PE	179	-	-	-	-	-	-	-	179	166	13	
BANNOCK PLANNING ORGA		MET	MET		RW	-	-	-	-	-	-	-	-	-	-	-	
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.																	
LOCAL, FY28 BTPO METRO PLANNING				5	CN	-	-	-	-	-	-	-	-	-	-	-	1 2
23776	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation St			PE	-	179	-	-	-	-	-	-	179	166	13	
BANNOCK PLANNING ORGA		MET	MET		RW	-	-	-	-	-	-	-	-	-	-	-	

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

Route, Location			District	Scheduled Costs (Dollars in Thousands with Match) Year-Of-Expenditure Dollars (Not Current Prices)										Lifetime Direct Costs All Programs			
Key No.	Mileposts	Work, Detail		Ph	2027	2028	2029	2030	2031	2032	2033	PREL	Total	Federal	Match	Notes	
Sponsor		Program	Fund														
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.																	
LOCAL, FY29 BTPO METRO PLANNING			5	CN	-	-	-	-	-	-	-	-	-	-	-	-	1 2
23777	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation St		PE	-	-	179	-	-	-	-	-	179	166	13		
BANNOCK PLANNING ORGA MET			MET	RW	-	-	-	-	-	-	-	-	-	-	-		
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.																	
I 86, D5 BRIDGE REPAIR			5	CN	-	-	2,342	-	-	-	-	-	2,342	2,161	181	1	
23876	MP 58.060 - 58.060	BR/APPRS, Bridge Rehabilitation		PE	-	-	-	-	-	-	-	-	315	291	24		
STATE OF IDAHO (ITD)			BR-PRESERVE BR-STATE	RW	-	-	-	-	-	-	-	-	-	-	-	W	
This project will provide bridge deck preservation and preventative maintenance and repair to the Airport IC, Pocatello IC and Philbin Road GS bridges.																	
I 15, PORTNEUF IC #63 TO SOUTH 5TH IC #67, POCATELLO			5	CN	-	-	-	-	-	-	1,618	-	1,618	1,493	125	1	
24085	MP 62.547 - 67.104	RESRF/RESTO&REHAB, Pavement Reh		PE	-	-	-	-	-	-	-	-	810	747	63	P	
STATE OF IDAHO (ITD)			RESTORE IM	RW	-	-	-	-	-	-	-	-	-	-	-	W	
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.																	
STP-7391, NORTH PORTNEUF CROSSING, POCATELLO			5	CN	1,500	-	-	-	-	-	-	-	1,500	1,500	-	1	
24361	MP 0.470 - 0.470	NEW RTE, Bicycle/Pedestrian/Equestrian		PE	-	-	-	-	-	-	-	-	-	-	-		
POCATELLO			RAISE RAISE	RW	-	-	-	-	-	-	-	-	-	-	-		
For the work of final design and construction of bicycle and pedestrian improvements, a paved trail on the northside of the Portneuf River with a pedestrian bridge at Pocatello Creek, a new Pocatello Regional Transit bus stop, stormwater updates as well as new medians, sidewalks, and crosswalks.																	
SMA-7231, S 5TH AVE PED IMPRV; JASON AVE TO POCATELL			5	CN	-	-	479	-	-	-	-	-	479	443	36	1	
24683	MP 0.070 - 0.940	SAFTY/TRAFF OPER, Bicycle/Pedestrian/		PE	76	-	-	-	-	-	-	-	76	70	6		
POCATELLO			TAP TAP-LG URBAN	RW	-	-	-	-	-	-	-	-	-	-	-		
For the work to construct approximately 3,000 linear feet of sidewalks along the east side of S. 5th Ave. from Jason Ave. to the city limits, with a 1,050 linear foot multi-use path through Constitution Park and will include approximately 13 ADA Compliant curb ramps with cast iron truncated domes. Sidewalks will be a minimum of 6 feet wide, and the multi-use path will be a minimum of 10 feet wide. The project scope extends to the city limit line.																	
LOCAL, FY30 BTPO METRO PLANNING			5	CN	-	-	-	-	-	-	-	-	-	-	-	-	1 2
24893	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation St		PE	-	-	179	-	-	-	-	-	179	166	13		
BANNOCK PLANNING ORGA MET			MET	RW	-	-	-	-	-	-	-	-	-	-	-		
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.																	

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

Route, Location			District	Scheduled Costs (Dollars in Thousands with Match) Year-Of-Expenditure Dollars (Not Current Prices)										Lifetime Direct Costs All Programs			
Key No.	Mileposts	Work, Detail			2027	2028	2029	2030	2031	2032	2033	PREL	Total	Federal	Match	Notes	
Sponsor		Program	Fund	Ph													
LOCAL, FY31 BTPO METRO PLANNING			5	CN	-	-	-	-	-	-	-	-	-	-	-	-	1 2
24894	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation St		PE	-	-	-	-	179	-	-	-	179	166	13		
BANNOCK PLANNING ORGA		MET	MET	RW	-	-	-	-	-	-	-	-	-	-	-		
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.																	
LOCAL, FY32 BTPO METRO PLANNING			5	CN	-	-	-	-	-	-	-	-	-	-	-	-	1 2
24895	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation St		PE	-	-	-	-	-	179	-	-	179	166	13		
BANNOCK PLANNING ORGA		MET	MET	RW	-	-	-	-	-	-	-	-	-	-	-		
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.																	
I 15, S 5TH IC #67 TO CLARK STREET IC #69, POCATELLO			5	CN	-	-	-	-	-	-	9,170	-	9,170	8,461	709	1	
24923	MP 67.100 - 69.300	RESRF/RESTO&REHAB, CRABS		PE	800	-	-	-	-	-	-	-	800	738	62		
STATE OF IDAHO (ITD)		RESTORE	IM	RW	-	-	-	-	-	-	-	-	-	-	-	W	
This project is a CRABS, intended to extend the pavement lifecycle of I-15 between mileposts 67 and 69 by addressing cracking and rutting.																	
I 15, CLARK ST IC #69 TO POCATELLO CR IC #71, POCATELLO			5	CN	-	-	-	-	-	1,114	-	-	1,114	1,028	86	1	
24927	MP 69.760 - 70.730	RESRF/RESTO&REHAB, CRABS		PE	-	940	-	-	-	-	-	-	940	867	73		
STATE OF IDAHO (ITD)		RESTORE	IM	RW	-	-	-	-	-	-	-	-	-	-	-	W	
This project is a CRABS. It is intended to extend the pavement lifecycle by addressing issues with cracking and rutting.																	
I 15, 5TH ST INTERCHANGE RAMPS, BANNOCK CO			5	CN	-	-	-	-	-	-	-	Unfunded	9,500	8,766	734	1	
24944	MP 66.250 - 67.500	RECONST/REALIGN, Interchanges		PE	300	-	-	-	-	-	-	Unfunded	300	277	23		
STATE OF IDAHO (ITD)		EARLY	IM	RW	-	-	-	-	-	-	-	Unfunded	-	-	-	W	
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.																	
LOCAL, FY30 BTPO PLANNING			5	CN	-	-	-	-	-	-	-	-	-	-	-	-	
25025	MP 0.000 - 0.000	PLAN/STUDY, System Planning		PE	-	-	-	100	-	-	-	-	100	93	7		
BANNOCK PLANNING ORGA		STP-LARGE (L)	STP-LU	RW	-	-	-	-	-	-	-	-	-	-	-		
This project will provide for planning by the Bannock Metropolitan Planning Organization.																	
SMA-7331, HILINE ROAD COMPLETE STREET, POCATELLO			5	CN	-	-	-	-	-	4,453	-	-	4,453	4,126	327	1	
25052	MP 0.000 - 0.000	RECONST/REALIGN, Safety		PE	-	-	-	400	-	-	-	-	400	371	29		
POCATELLO		STP-LARGE (L)	STP-LU	RW	-	-	-	-	500	-	-	-	500	463	37		
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.																	

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

Route, Location			District	Scheduled Costs (Dollars in Thousands with Match) Year-Of-Expenditure Dollars (Not Current Prices)										Lifetime Direct Costs All Programs				
Key No.	Mileposts	Work, Detail			Ph	2027	2028	2029	2030	2031	2032	2033	PREL	Total	Federal	Match	Notes	
Sponsor		Program	Fund															
LOCAL, FY33 BTPO METRO PLANNING 5				CN	-	-	-	-	-	-	-	-	-	-	-	-	-	1 2
ORN25171	MP 0.000 - 0.000	PLAN/STUDY, Planning/Transportation St		PE	-	-	-	-	-	-	-	179	-	179	166	13		
BANNOCK PLANNING ORGA MET MET				RW	-	-	-	-	-	-	-	-	-	-	-	-		
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.																		
I 86, AIRPORT IC XOVER TO CHUBBUCK IC XOVER, EB 5				CN	-	-	-	8,950	-	-	-	-	-	8,950	8,258	692	1	
ORN25189	MP 53.500 - 58.870	RESRF/RESTO&REHAB, Pavement Reh		PE	144	-	-	-	-	-	-	-	-	144	133	11		
STATE OF IDAHO (ITD) RESTORE IM				RW	-	-	-	-	-	-	-	-	-	-	-	-	W	
This project is for pavement treatment on I-86 from West Airport IC Crossover to West Chubbuck Interchange Crossover, Eastbound Lanes.																		
I 86, AIRPORT IC XOVER TO CHUBBUCK IC XOVER, WB 5				CN	-	-	-	-	-	-	-	9,350	-	9,350	8,627	723	1	
ORN25192	MP 46.190 - 58.870	RESRF/RESTO&REHAB, Pavement Reh		PE	-	50	-	-	-	-	-	-	-	50	46	4		
STATE OF IDAHO (ITD) RESTORE IM				RW	-	-	-	-	-	-	-	-	-	-	-	-	W	
This project is for pavement treatment on I-86 from West Airport IC Crossover to West Chubbuck Interchange Crossover, Westbound Lanes.																		
I 15, POCATELLO CREEK IC #71 RAMPS GUARDRAIL UPGRAD 5				CN	-	-	550	-	-	-	-	-	-	550	-	550	1	
ORN25326	MP 70.669 - 70.713	SAFTY/TRAF OPER, Metal Guard Rail		PE	-	10	-	-	-	-	-	-	-	10	-	10		
STATE OF IDAHO (ITD) OTHER ASSETS ST				RW	-	-	-	-	-	-	-	-	-	-	-	-	W	
This project is a guardrail upgrade along the I-15, Pocatello Creek IC #71 ramps.																		
LOCAL, S 5TH AVE PEDESTRIAN IMPRV PROJECT PH 2, POCA 5				CN	-	-	-	422	-	-	-	-	-	422	391	31	1	
ORN25495	MP 0.000 - 0.000	SAFTY/TRAF OPER, Sidewalk		PE	-	-	115	-	-	-	-	-	-	115	107	8		
POCATELLO TAP TAP-LG URBAN				RW	-	-	-	-	-	-	-	-	-	-	-	-		
For the work to install approximately 3,200 linear feet of sidewalks along the southwest side of S. 5th Avenue, and installation of approximately 1,600 linear feet of curb and gutter extending from Jason Avenue to approximately 4909 S. 5th Avenue in Pocatello, ID. The project includes installation of ADA curb ramps. Existing curb and gutter infrastructure in this area will enhance pedestrian access to essential facilities along S. 5th Avenue. The project includes a portion of the south side of South Valley Road, providing pedestrian amenities on both sides of S. 5th Avenue.																		

Notes:

- 1: Project is also shown in a Transportation Improvement Program
- 2: Project is being advance constructed with non-federal funds
- G: Project is grouped in STIP
- M: Project included in multiple programs
- B: Project addresses Federal Bridge Condition PM
- P: Project addresses Federal Pavement Condition PM
- R: Project addresses Federal Travel Time Reliability PM
- A: Project utilizes an alternative contracting method.
- W: Work zone safety priority

Phases:

- CN - Construction, utilities, construction engineering, purchases
- PE - preliminary engineering by state and/or consultant forces
- RW - Right-Of-Way acquisition

Construction	14,367	-	7,377	9,372	-	5,567	20,138	32,403
Development	1,957	1,287	402	787	179	179	179	450
Right-of-Way	-	-	-	-	500	-	-	2,805
Total	16,324	1,287	7,779	10,159	679	5,746	20,317	35,658

Table 2 Estimated Project Cost by Fiscal Year and Funding Category (in \$1,000s)- FTA Projects

Table 2

BTPO

Regional Transportation Improvement Program

Program of Federal Transit Administration Projects

FY2027-2033

BTPO Public Transit Project List

Group: Transit Projects (System)

Sort: STIP

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

Route, Location			District	Scheduled Costs (Dollars in Thousands with Match) Year-Of-Expenditure Dollars (Not Current Prices)										Lifetime Direct Costs All Programs			
Key No.	Mileposts	Work, Detail			2027	2028	2029	2030	2031	2032	2033	PREL	Total	Federal	Match	Notes	
Sponsor		Program	Fund	Ph													
TRANSIT, POCATELLO UZA OPERATIONS			5	CN	1,500	1,500	1,500	-	-	-	-	-	4,500	2,250	2,250	1	
13800	MP 0.000 - 0.000	Operations		PE	-	-	-	-	-	-	-	-	-	-	-		
POCATELLO REGIONAL TRA TRNS-OPS 5307 SUrb				RW	-	-	-	-	-	-	-	-	-	-	-		
Operations provide funds for the day to day operations of the PRT fixed route system.																	
TRANSIT, POCATELLO UZA TRANSIT CAPITAL			5	CN	8	8	8	-	-	-	-	-	22	18	4	1	
13801	MP 0.000 - 0.000	Transit Capital		PE	-	-	-	-	-	-	-	-	-	-	-		
POCATELLO REGIONAL TRA TRNS-CAP 5307 SUrb				RW	-	-	-	-	-	-	-	-	-	-	-		
Capital Facilities Lease provides funds to lease a transfer station for the fixed transit route system.																	
TRANSIT, POCATELLO UZA DEMAND RESPONSE OPERATION			5	CN	250	250	250	-	-	-	-	-	750	600	150	1	
13802	MP 0.000 - 0.000	Demand Response Operations		PE	-	-	-	-	-	-	-	-	-	-	-		
POCATELLO REGIONAL TRA TRNS-OPS 5307 SUrb				RW	-	-	-	-	-	-	-	-	-	-	-		
Demand Response Operations provides door to door transit service for elderly and disabled persons in the Pocatello urban area.																	
TRANSIT, POCATELLO UZA PREVENTIVE MAINTENANCE			5	CN	375	375	375	-	-	-	-	-	1,125	900	225	1	
13803	MP 0.000 - 0.000	Preventive Maintenance		PE	-	-	-	-	-	-	-	-	-	-	-		
POCATELLO REGIONAL TRA TRNS-OPS 5307 SUrb				RW	-	-	-	-	-	-	-	-	-	-	-		
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.																	
TRANSIT, POCATELLO UZA METRO PLANNING			5	CN	42	-	-	-	-	-	-	-	42	38	4	1	
13804	MP 0.000 - 0.000	Metropolitan Planning		PE	-	-	-	-	-	-	-	-	-	-	-		
BANNOCK PLANNING ORGA TRNS-OPS 5303				RW	-	-	-	-	-	-	-	-	-	-	-		
Metropolitan Planning provides funds to the MPO which are include in the Unified Planning and Work Program. The projects provide transportation planning services to the region.																	
TRANSIT, POCATELLO UZA CAPITAL			5	CN	-	288	-	-	-	-	-	-	288	230	58	1	
19189	MP 0.000 - 0.000	Transit Capital		PE	-	-	-	-	-	-	-	-	-	-	-		
POCATELLO REGIONAL TRA TRNS-CAP 5339 SUrb				RW	-	-	-	-	-	-	-	-	-	-	-		
Capital Vehicle Replacement project will purchase an estimated 4 new buses to replace those which are beyond their useful life.																	
TRANSIT, POCATELLO UZA PLANNING			5	CN	56	56	56	-	-	-	-	-	169	135	34	1	
19720	MP 0.000 - 0.000	Transit Planning		PE	-	-	-	-	-	-	-	-	-	-	-		
POCATELLO REGIONAL TRA TRNS-OPS 5307 SUrb				RW	-	-	-	-	-	-	-	-	-	-	-		
Mobility management provides planning services to assist in coordinating transit services between the service providers and human service agencies.																	
TRANSIT, POCATELLO UZA VEHICLE REPLACEMENT			5	CN	419	419	419	-	-	-	-	-	1,256	1,005	251	1	
19755	MP 0.000 - 0.000	Transit Capital		PE	-	-	-	-	-	-	-	-	-	-	-		
POCATELLO REGIONAL TRA TRNS-CAP 5307 SUrb				RW	-	-	-	-	-	-	-	-	-	-	-		
The Capital Vehicle Replacement project will purchase new buses to replace those beyond their useful life, and the repair of non-compliant curbs, sidewalks and ramps.																	

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

Route, Location				District	Scheduled Costs (Dollars in Thousands with Match)										Lifetime Direct Costs All Programs			
Key No.	Mileposts	Work, Detail			Year-Of-Expenditure Dollars (Not Current Prices)										Total	Federal	Match	
Sponsor		Program	Fund		Ph	2027	2028	2029	2030	2031	2032	2033	PREL					
TRANSIT, OTHER CAPITAL PROJECT ADMINISTRATION				5	CN	282	282	282	-	-	-	-	-	846	677	169	1	
24782	MP 0.000 - 0.000	Capital Other			PE	-	-	-	-	-	-	-	-	-	-	-		
POCATELLO REGIONAL TRA TRNS-OPS 5307 SUrb					RW	-	-	-	-	-	-	-	-	-	-	-		

Project administration and indirect cost of transit operations.

Notes:

- 1: Project is also shown in a Transportation Improvement Program
- 2: Project is being advance constructed with non-federal funds
- G: Project is grouped in STIP
- M: Project included in multiple programs
- B: Project addresses Federal Bridge Condition PM
- P: Project addresses Federal Pavement Condition PM
- R: Project addresses Federal Travel Time Reliability PM
- A: Project utilizes an alternative contracting method.
- W: Work zone safety priority

Phases:

- CN - Construction, utilities, construction engineering, purchases
- PE - preliminary engineering by state and/or consultant forces
- RW - Right-Of-Way acquisition

Construction	2,932	3,178	2,890	-	-	-	-	-
Development	-	-	-	-	-	-	-	-
Right-of-Way	-	-	-	-	-	-	-	-
Total	2,932	3,178	2,890	-	-	-	-	-

FINANCIAL PLAN

The TIP is a fiscally constrained document and fiscal constraint of the TIP is demonstrated in the Programmed Projects and Available Funding tables. Projects included in the TIP have identified federal funding and local sources identified. Funding years covered under this TIP are 2027 -2030; BTPO includes three additional years of planning purposes.

Funding Sources

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) determine the funding program for federal funds. Federal Funds are limited to roadways classified as collectors, arterials, and interstates, with few exceptions. BTPO, in coordination with the Idaho Transportation Department, developed the TIP using the latest approved guidance from FHWA and FTA. Annually, ITD develops an "Update Packet for the Capital Investment Program." The anticipated revenues for each program and funding source are balanced to the recommended projects.

Federal Highway Administration Sources

- **The National Highway Performance Program (NHPP)** supports the condition and performance of the National Highway System (NHS). The NHPP funds are directed to support progress toward achieving performance targets established in a State's asset management plan for the NHS.
- **Surface Transportation Block Grant Program (STP-LU)** 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. STP-LU 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 establishes eligible activities for transit and public transportation federal-aid.

- **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:
 - o Capital Funds – cover everything from purchasing and rehabilitating transit vehicles to equipment such as computer, major office equipment, bus stop signs, etc.
 - o Preventive Maintenance –covers all maintenance costs.
 - o Planning Funds – supports activities identified in the Unified Planning Work Program.
 - o Operations Funds - cover the operation of the transit system.
 - o 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.

Project Cost by Fiscal Year and Funding Category

Table 3 Total Cost of All Projects by Fund by Fiscal Year and Funding Category (in \$1,000s) in Year of Expenditure

Project Cost by Fund (Year of Expenditure Dollars, Dollars in Thousands)								
Funding Type	2027	2028	2029	2030	2031	2032	2033	7 Year Total
Highways Funding Total	\$ 17,264	347	7779	10159	679	5746	20317	\$ 62,291
Bridge - State	\$ -	0	2342	0	0	0	0	\$ 2,342
Carbon-LU	\$ 408							\$ 408
HSIP	\$ 12,459	0	0	0	0	0	0	\$ 12,459
Interstate Maintenance	\$ 2,184	50	0	8950	0	1114	20138	\$ 32,436
Metropolitan Planning	\$ 179	179	179	179	179	179	179	\$ 1,253
Other Assets State	\$ -	10	550	0	0	0	0	\$ 560
RAISE Grant	\$ 1,500	0	0	0	0	0	0	\$ 1,500
STP-LU	\$ 350	0	4006	500	500	4453	0	\$ 9,809
TAP - Large Urban	\$ 76	0	594	422	0	0	0	\$ 1,092
TAP - Rural	\$ 108	108	108	108	0	0	0	\$ 432
Transit Funding Total	\$ 2,932	3178	2889.5	0	0	0	0	\$ 8,999
5303	\$ 42	0	0	0	0	0	0	\$ 42
5307 SUrb	\$ 2,890	2890	2890	0	0	0	0	\$ 8,669
5339 SUrb	\$ -	288	0	0	0	0	0	\$ 288
Annual Total	\$ 20,196	\$ 3,525	\$ 10,669	\$ 10,159	\$ 679	\$ 5,746	\$ 20,317	\$ 71,290

Surface Transportation Block Grant – Large Urban (STP-LU)

Surface Transportation Program funds for MPOs of the size of BTPO are dispersed on a statewide basis and distributed by ITD. STP-LU funds are “balanced” with other urbanized areas in the state, enabling BTPO’s member agencies the ability to accrue multiple years of revenues until funds are acquired for larger projects and to ensure fiscal constraint.

Table 4 STP-LU Federal Revenues and Local Match Totals by Year

	2027	2028	2029	2030	2031	2032	2033
STP-LU Revenues	\$ 1,286,576	\$ 1,286,576	\$ 1,286,576	\$ 1,286,576	\$ 1,286,576	\$ 1,286,576	\$ 1,286,576
Local Sponsor Match	\$ 101,915	\$ 101,915	\$ 101,915	\$ 101,915	\$ 101,915	\$ 101,915	\$ 101,915
Revenue Totals	\$ 1,388,491	\$ 1,388,491	\$ 1,388,491	\$ 1,388,491	\$ 1,388,491	\$ 1,388,491	\$ 1,388,491

Transportation Programs by Match Source

Federal-aid transportation funds typically require a non-federal match of 7.34% of the total project cost. The table below demonstrates the local match obligation for each of the TIP’s program sponsors.

Table 5 Match Obligations by Sponsor (Transportation)

Funded Project Split by Source, Total and Annual Obligation		Over the 7 Year Period						
Total Federal Funds	Total Non-Federal Funds							
\$ 57,310,044.60	\$ 4,980,955.40	2027	2028	2029	2030	2031	2032	2033
	BTPO/Bannock Planning Org							
	\$ 99,310.20	\$ 13,138.60	\$ 13,138.60	\$ 13,138.60	\$ 20,478.60	\$ 13,138.60	\$ 13,138.60	\$ 13,138.60
	ITD Match							
	\$ 4,057,143.00	\$ 1,104,743	\$ 13,670	\$ 721,903	\$ 656,930	\$ -	\$ 81,768	\$ 1,478,129
	City of Pocatello Match							
	\$ 792,793.40	\$ 31,268.40	\$ -	\$ 337,640.00	\$ 60,334.80	\$ 36,700.00	\$ 326,850.20	\$ -
	SICOG Match							
	\$ 31,709	\$ 7,927.20	\$ 7,927.20	\$ 7,927.20	\$ 7,927.20	\$ -	\$ -	\$ -
	Total Annual Match	\$ 1,157,077.60	\$ 34,735.80	\$ 1,080,608.60	\$ 745,670.60	\$ 49,838.60	\$ 421,756.40	\$ 1,491,267.80

BTPO's Match Source:

BTPO's annual membership dues are intended to cover federal-aid match, and all projects which are either fully or partially-funded by BTPO. As noted in the table below, BTPO's membership fees are updated regularly to account for increased costs or monies received and therefore, BTPO fully expects the trend to continue to perform its projects under this TIP.

Table 6 BTPO Historical Membership Dues

Local Match	Local Match Total	Pocatello	Pocatello Regional Transit	Chubbuck	Bannock County	Idaho Transportation Department
FY 2019	\$56,128	\$31,213	\$3,508	\$12,494	\$5,405	\$3,508
FY 2020	\$56,128	\$31,213	\$3,508	\$12,494	\$5,405	\$3,508
FY 2021	\$57,250	\$31,837	\$3,578	\$12,744	\$5,513	\$3,578
FY 2022	\$57,250	\$31,837	\$3,578	\$12,744	\$5,513	\$3,578
FY 2023	\$57,250	\$31,837	\$3,578	\$12,744	\$5,513	\$3,578
FY 2024	\$58,395	\$32,095	\$3,650	\$13,145	\$5,856	\$3,650
FY 2025	\$58,395	\$32,095	\$3,650	\$13,145	\$5,856	\$3,650
FY 2026	\$59,563	\$32,736	\$3,723	\$13,408	\$5,973	\$3,723
FY 2027	\$61,350	\$33,718	\$3,835	\$13,810	\$6,152	\$3,835

ITD's Match Source:

ITD's match sources come from a variety of sources including the State Highway Account (SHA) and other sources. In Spring of 2026, ITD reworked its TIP to account for a massive reduction in formerly expected revenues of the Strategic Initiatives Program Fund; the fund had formerly contained state legislature appropriated general fund transfers to both the Idaho Department of Transportation and to local governments but received no funding for State Fiscal Year 2027. ITD removed all expectations of these monies returning to find fiscal constraint within this TIP.

City of Pocatello Match Source:

The City of Pocatello's match comes from its non-restricted revenues, including general funds. Although the reduction in the Strategic Initiatives Program Fund revenues will impact the ability of the City to fund new improvements, maintenance, and operations, the City and BTPO are confident that match funding is available for its obligations under this TIP.

SICOG Match Source:

SICOG, or Southeastern Idaho Council of Governments, is funded through a variety of non-federal means, including local government membership and service fees, performing grant administration and project management, state funding, and local program income. SICOG has a proven history of meeting their match requirement as previous awardee of the Safe Routes to School grant.

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Transit Funding:

Table 6 shows the FTA Section 5307 Urbanized Area Formula funds an annual allocation of \$1,861,600. 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. 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 except for the planning funds given to BTPO (which are matched by BTPO).

Table 7 FTA Apportionment, Local Match, and Total Programmed by Year

Section 5307	2027	2028	2029
Federal Allocation	\$ 1,861,600.00	\$ 1,861,600.00	\$ 1,861,600.00
Local Match	\$ 1,027,900.00	\$ 1,027,900.00	\$ 1,027,900.00
Total Programmed	\$ 2,889,500.00	\$ 2,889,500.00	\$ 2,889,500.00
Section 5303	2027	2028	2029
Federal Allocation	\$ 38,000.00	\$ -	\$ -
Local Match	\$ 4,000.00	\$ -	\$ -
Total Programmed	\$ 42,000.00	\$ -	\$ -
Section 5310	2027	2028	2029
Federal Allocation	\$ -	\$ -	\$ -
Local Match	\$ -	\$ -	\$ -
Total Programmed	\$ -	\$ -	\$ -
Section 5339	2027	2028	2029
Federal Allocation	\$ -	\$ 230,400.00	\$ -
Local Match	\$ -	\$ 57,600.00	\$ -
Total Programmed	\$ -	\$ 288,000.00	\$ -
The Federal Allocation is based on the most recent FTA tables. The IIJA expires at the end of FY 2026; the table assumes a continuation of the program. FTA Section 5310 and 5339 are statewide programs. ITD and its MPOs coordinate on the statewide program and once a project is funded, the federal allocation is attributed to that project.			

Table 8 Match Obligations by Sponsor (Public Transportation/Transit)

Funding Split by Source, Total and Annual Obligations								
Total Federal Funds	Total Non-Federal Funds							
\$ 5,852,800	\$ 3,145,700	2027	2028	2029	2030	2031	2032	2033
	PRT Match							
	\$ 886,800	\$ 1,027,900.00	\$ 1,085,500.00	\$ 1,027,900.00	\$ -	\$ -	\$ -	\$ -
	BTPO Match							
	\$ 4,000	\$ 4,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Annual Match		\$ 1,031,900.00	\$ 1,085,500.00	\$ 1,027,900.00	\$ -	\$ -	\$ -	\$ -

BTPO's Match Source:

BTPO's annual membership dues are intended to cover federal-aid matches, and all projects which are either fully or partially funded by BTPO. As noted in the table below, BTPO's membership fees are updated regularly to account for increased costs or monies received and therefore, BTPO fully expects the trend to continue to perform its projects under this TIP.

Pocatello Regional Transit's Match Source:

Pocatello Regional Transit's matches are funded through a mixture of user fees, other revenues, city general funds, and private donations. PRT works carefully with BTPO during TIP development to ensure that match money will be available prior to programming funds and both PRT and BTPO are confident that the match money demonstrated in this TIP can be satisfied.

System Operations Maintenance

In addition to demonstrating that 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.

Based on historical revenues and operations and maintenance expenditures, BTPO finds that funding is reasonably expected to be available throughout the TIP period.

Table 9 Local Operations and Maintenance Funding History

Local Operations and Maintenance - 2023-2025 Average Annual Revenues/Expenses	Annual Average	Percentage
Revenues		
Local	\$ 9,603,444	41%
State	\$ 14,078,230	59%
Federal	\$ 31,024	0%
Total Revenues	\$ 23,681,675	100%
Expenses		
Operations and Maintenance	\$ 18,426,107	87%
Construction and Reconstructions	\$ 2,732,789	13%
Total Expenses	\$ 21,158,896	100%
<i>Source: Road and Street Report for City of Pocatello, City of Chubbuck, and Bannock County</i>		
https://itd.idaho.gov/local-roads-and-streets/		

PERFORMANCE MEASURES & APPLICABLE PROJECTS

Performance-based planning encourages BTPO and ITD to allocate resources to those areas where improvements are most 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. ITD sets the targets for all performance measures except for Transit Safety and Transit Asset Management, which Pocatello Regional Transit sets. On February 2, 2026, BTPO voted to support the Idaho Transportation Department's federally required performance measures related to safety and highway conditions. This program of projects is consistent with improving the safety, reliability, and condition of the regional transportation system through various improvements being funded through several funding programs with a goal of monitor progress towards reducing fatal and serious injury accidents on all public roads. BTPO also supports the Pocatello Regional Transit safety targets.

The TIP is developed to make progress toward the performance targets adopted by BTPO and/or supported from ITD and PRT.

Performance measures include:

- Safety
- Pavement Condition
- Bridge Condition
- Travel Time Reliability
- Transit Asset Management
- Public Transportation Safety

Safety

The five-year 2021-2025 annual average data for the BTPO planning area shows that the average fatalities and the fatality rate per 100 million VMT have trended upwards slightly in recent years (Table 6). BTPO is committed to reducing fatalities and serious injuries and has reviewed each TIP project for its potential to lower both types of incidents. The BTPO planning area has had, and continues to have, large interstate construction projects, including the I-15/I-86 System Interchange and the I-15 widening projects which have likely increased the incident rate. BTPO is optimistic that as normal traffic patterns and conditions resume upon project completion, that safety numbers will improve.

Table 10 Local Operations and Maintenance Funding History

National Safety Performance Measures	BTPO Planning Area			
	2019 -2023	2020- 2024	2021-2025	ITD/BTPO Target
5-Year Average Number of Fatalities	5.0	5.0	5.2	238 statewide
5-Year Fatality Rate per 100 million VMT	1.1	1.1	1.4	1.3
5-Year Average Number of Serious Injuries	28.2	40.0	37.0	1,224 statewide
5-Year Serious Injury Rate per 100 million VMT	6.3	6.8	7.5	6.8
5-Year Average Number of Non-motorized Fatalities and Serious Injuries	6.0	6.0	7.2	116 statewide

Data Sources

Crash Data: ITD AASHTOWare

VMT: BTPO and others' traffic counts

Projects Which Address Safety

Table 11 Projects Which Positively Address Safety

Projects Which Positively Impact Safety Performance
21860
US-91, Park Lawn to Siphon
<i>The project is a widening project that will provide additional capacity along Yellowstone Avenue between Park Lawn and Siphon. It will also allow for the addition of a traffic signal at the intersection of Yellowstone Avenue and Siphon Road.</i>
22687
US-30 Yellowstone to Garrett Corridor
<i>This project will address the mobility and safety of a corridor in Pocatello. This will include the addition of turn bays, adjustments to the signals, and an overall redesign of the corridor.</i>
22914
Local, SICOG SRTS Coordinator and Activities
<i>The project provides for Safe Routes to School program personnel, education materials, encouragement incentives, special events and indirect costs</i>
23024
SMA-7071, Pole Line Road, W Alameda to W Quinn
<i>Widen Pole Line Road from W Alameda Road to W Quinn Road from four lanes to five lanes. The fifth lane is a two-way center turn lane. A sidewalk along Pole Line Road is also included in the project.</i>
23171
US-91, Siphon to Tyhee
<i>This project is a safety and capacity project that will add a two way left turn lane and right turn lanes</i>
24361
STP-7391, North Portneuf Crossing
<i>For the work of final design and construction of bicycle and pedestrian improvements, a paved trail on the north side of the Portneuf River with a pedestrian bridge at Pocatello Creek, a new Pocatello Regional Transit bus stop, stormwater updates, as well as new medians, sidewalks, and crosswalks.</i>

Projects Which Positively Impact Safety Performance (Continued)
24683 SMA-7231, S 5th Ave Ped Improvements Jason to Pocatello Limits <i>For the work to construct approximately 3,000 linear feet of sidewalks along the east side of S. 5th Ave. from Jason Ave. to the city limits, with a 1,050 linear foot multi-use path through Constitution Park and will include approximately 13 ADA Compliant curb ramps with cast iron truncated domes. Sidewalks will be a minimum of 6 feet wide, and the multi-use path will be a minimum of 10 feet wide. The project scope extends to the city limit line.</i>
24944 I-15, S 5th Interchange Ramps <i>The purpose of this project to design interchange ramps at the 5th St interchange in Pocatello to meet standards, which will allow for future compatibility of bridge improvements while addressing safety.</i>
25052 SMA-7331, Hiline Road Complete Street <i>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.</i>
ORN25326 I-15, Pocatello Creek IC #712 ramps guardrail upgrade <i>This project is a guardrail upgrade along the I-15, Pocatello Creek IC #71 ramps.</i>
ORN25495 Local, S 5th Ave. Ped Improvements Phase 2 <i>For the work to install approximately 3,200 linear feet of sidewalks along the southwest side of S. 5th Avenue, and installation of approximately 1,600 linear feet of curb and gutter extending from Jason Avenue to approximately 4909 S. 5th Avenue in Pocatello, ID. The project includes installation of ADA curb ramps. Existing curb and gutter infrastructure in this area will enhance pedestrian access to essential facilities along S. 5th Avenue. The project includes a portion of the south side of South Valley Road, providing pedestrian amenities on both sides of S. 5th Avenue.</i>

Figure 2 Map of Safety Project Locations in the MPO area



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. As of the last NHS Pavement Condition inventory performed by ITD, BTPO's planning area met or exceeded performance targets.

Table 12 National Highway System Pavement Conditions and Targets

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%

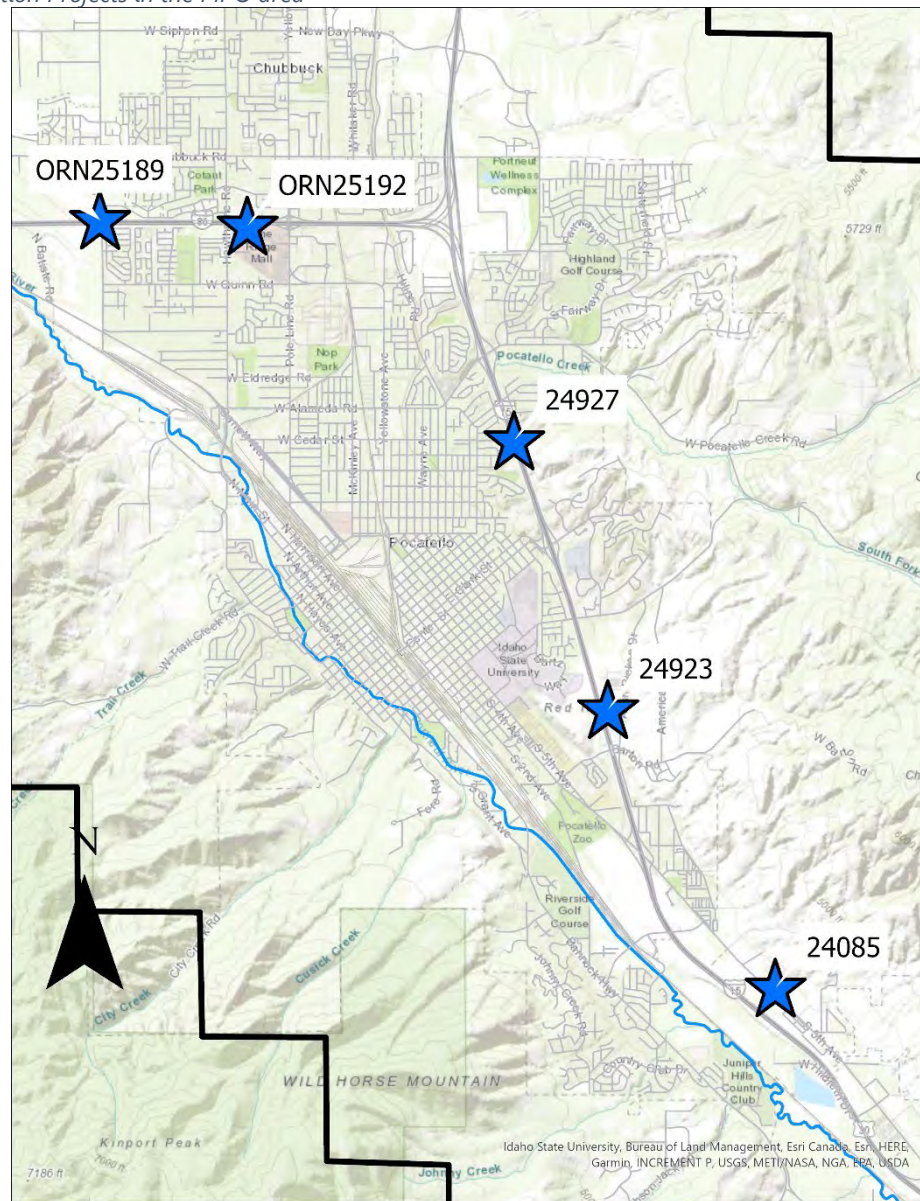
Projects Which Address Pavement Condition

Table 13 Projects Which Positively Impact Pavement Condition

Projects Which Positively Impact Pavement Condition
24085
I-15, Portneuf IC #63 to South 5th IC #67
<i>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 rutting.</i>
24923
I-15, S 5th IC #67 to Clark Street IC #69
<i>This projects is CRABS. It is intended to extend the pavement lifecycle of I-15 between mileposts 67 and 69 by addressing cracking and rutting.</i>
24927
I-15, Clark St IC #69 to Pocatello Cr IC #71
<i>This project is CRABS. It is intended to extend the pavement lifecycle by addressing issues with cracking and rutting.</i>
ORN25189
I-86, Airport IC Xover to Chubbuck IC Xover EB
<i>This project is for pavement treatment on I-86 from West Airport IC to West Chubbuck Interchange Crossover, Eastbound lanes.</i>
ORN25192
I-86, Airport IC Xover to Chubbuck IC Xover, WB
<i>This project is for pavement treatment on I-86 from West Airport IC to West Chubbuck Interchange Crossover, Westbound lanes.</i>

FY 2027 -2033 Transportation Improvement Program

Figure 3 Location of Pavement Condition Projects in the MPO area



Bridge Condition

ITD inspects 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).

There are 37 National Highway System (NHS) bridges in BTPO planning area. The NHS bridges which are rated as good is approximately 46%, well exceeding the federal and state target of 19%. There are no bridges on the NHS system in the BTPO planning area which are classified as "Poor".

Table 14 NHS Bridges Condition and Performance Target

Percentage of NHS Bridges in Good or Poor Condition in BTPO's Planning Area				
	Statewide Target	2023	2024	2025
Good	19%	36%	49%	46%
Poor	3%	0%	0%	0%

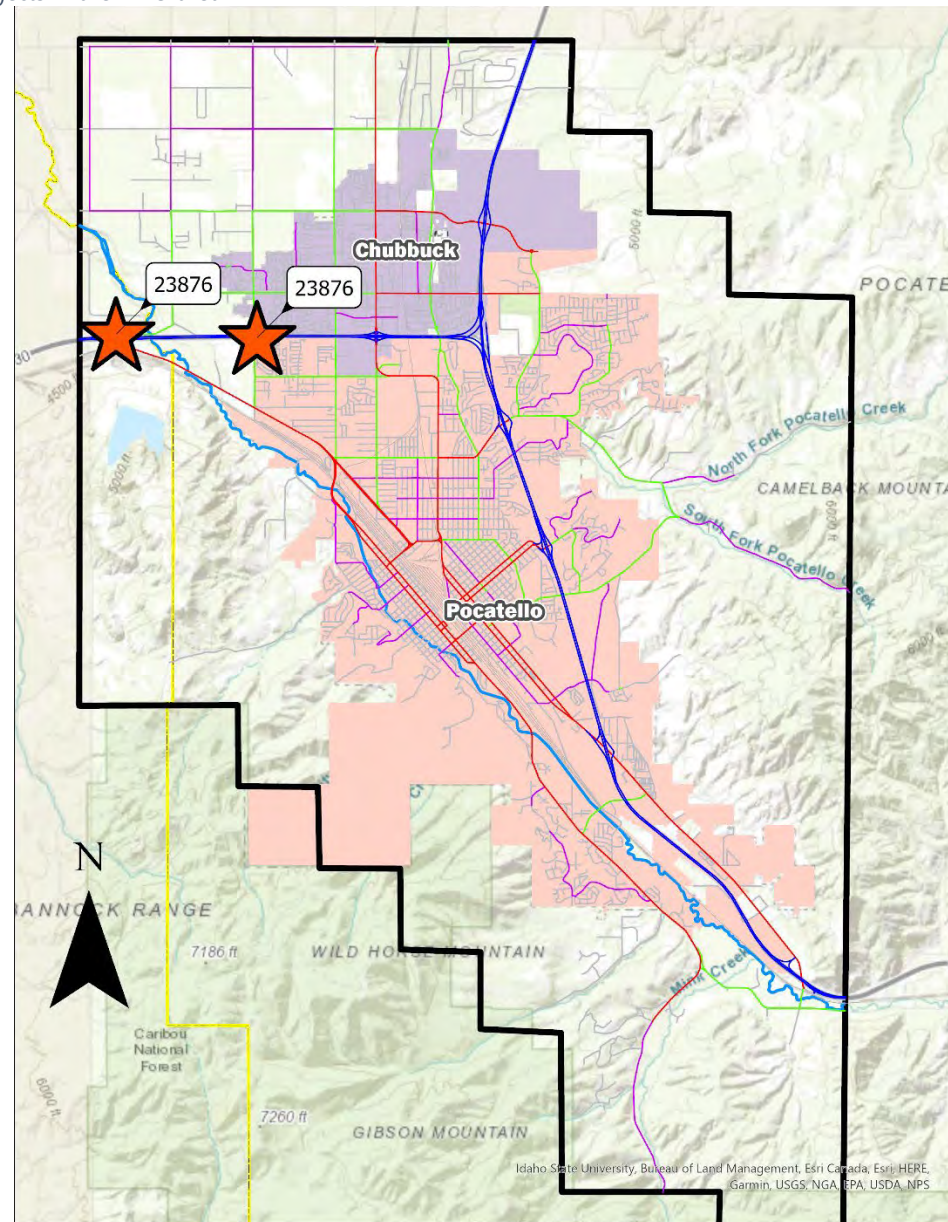
Projects Which Address Bridge Condition

Table 15 Projects Which Positively Impact Bridge Condition

Projects Which Positively Impact Bridge Condition by Key Number/Description (If available)
23876
This project will provide bridge deck preservation and preventative maintenance and repair to the Airport Interchange, Pocatello Interchange, and Philbin Road GS bridges.

FY 2027 -2033 Transportation Improvement Program

Figure 4 Location of Bridge Condition Projects in the MPO area



Travel Time Reliability

The Federal Highway Administration defines 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 16 Level of Travel Time Reliability

Performance Measures	ITD Statewide Target	2023	2024	2025
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%	95.8%	86.4%
<i>Source: Idaho Transportation Department</i>				

The State and BTPO meet the Level of Travel Time Reliability targets.

FY 2027 -2033 Transportation Improvement Program

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 17 Truck Time Reliability

Performance Measures	ITD Statewide Target	BTPO Planning Area		
		2023	2024	2025
Truck Travel Time Reliability (TTTR) Index	1.3	1.26	1.27	1.27

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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 across the county and under TAM requirements, transit agencies must collect data and monitor performance measures for rolling stock and equipment, infrastructure, and facilities. Pocatello Regional Transit has worked with ITD on 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 exceeded the State Target. The number is high but reflects the financial reality as PRT can put more vehicles in service and therefore serve a greater number of customers 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 18 Transit Assist Conditions and Targets

Performance Measure	State Target	Pocatello Regional Transit		
		2023	2024	2025
Rolling Stock (The percentage of revenue vehicles that exceed useful life benchmark)	47%	66%	63%	54%
Equipment (The percentage of non-revenue vehicles that exceed useful life benchmark)	65%	79%	79%	69%
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 19 Projects that support the TAM Performance Measure

Projects Which Positively Impact Transit Asset Management
19189
Transit, Pocatello UZA Capital
<i>Capital Vehicle replacement project will purchase an estimated 4 new buses to replace those which are beyond their useful life.</i>
19755
Transit, Pocatello UZA Vehicle Replacement
<i>The Capital Vehicle Replacement project will purchase new buses to replace those beyond their useful life, and the repair of non-compliant curbs, siewalks, and ramps, and vehicles and shop/office equipment.</i>

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 20 Public Transportation Safety Performance and Targets

PARATRANSIT	FY2023	FY2024	FY2025	AVERAGE	TARGET
3-a Major Events (total)	*	*	0	0	0
3-a-1 Major Event Rate	*	*	0	0	0
3-a-2 Collision Rate	*	*	0	0	0
3-a-3 Pedestrian Collision Rate	*	*	0	0	0
3-a-4 Vehicular Collision Rate	*	*	0	0	0
3-b Fatalities (total)	0	0	0	0	0
3-b-1 Fatality Rate	0	0	0	0	0
3-b-2 Transit Worker Fatality Rate	*	*	0	0	0
3-c Injuries (total)	0	1	0	0.33	0
3-c-1 Injury Rate	*	0	0	0	0
3-c-2 Transit Worker Injury Rate	*	*	0	0	0
3-d Assaults on Transit Workers	*	5	0	1.66	0
3-d-1 Rate of Assaults on Transit Workers	*	1.38	0	0.46	0
3-e System Reliability (failures/VRM)	0	0	0	0	0
Annual Vehicle Revenue Miles	344,731	365,119	377,030		
FIXED ROUTE	FY2023	FY2024	FY2025	AVERAGE	TARGET
3-a Major Events (total)	*	*	0	0	0
3-a-1 Major Event Rate	*	*	0	0	0
3-a-2 Collision Rate	*	*	0	0	0
3-a-3 Pedestrian Collision Rate	*	*	0	0	0
3-a-4 Vehicular Collision Rate	*	*	0	0	0
3-b Fatalities (total)	0	0	0	0	0
3-b-1 Fatality Rate	0	0	0	0	0
3-b-2 Transit Worker Fatality Rate	*	*	0	0	0
3-c Injuries (total)	0	1	1	0.67	0
3-c-1 Injury Rate	0	0	0	0	0
3-c-2 Transit Worker Injury Rate	*	*	0	0	0
3-d Assaults on Transit Workers	*	*	0	0	0
3-d-1 Rate of Assaults on Transit Workers	*	*	0	0	0
3-e System Reliability (failures/VRM)	0	0	0	0	0
Annual Vehicle Revenue Miles	254,009	256,241	250,537		
Note: Pocatello Regional Transit sets the targets at the previous 3-year average					

AIR QUALITY CERTIFICATION STATEMENT

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

Certified by:

Devin Hiram, Executive Director

Date: _____

Appendix A. Metropolitan Transportation Planning Process Self-Certification

Note: To be inserted upon completion by BTPO and ITD

Appendix B. Annual Listing

The annual listing identifies the completed and/or obligated projects from the first year of the prior year's TIP as provided by the Idaho Transportation Department.

Note: To be inserted once received from Idaho Transportation Department (expected to occur later in calendar year 2026)

Appendix C. Public Notices

Publication of this TIP and completion of the associated public participation process satisfies FTA Program of Projects public participation requirements under 49 U.S.C. Chapter 53.

Note: To be inserted once the document is complete

Appendix D. Public Comments/Responses

Key #	Verbatim Public Comments	Name	Date Received	Response:
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