

**Fiscal Year 2012  
Metropolitan Transportation Improvement Program  
(TIP)**

**Approved  
September 12, 2011**

**Pocatello, Chubbuck, and Bannock County**

**Transportation Project for Fiscal Years 2012, 2013, 2014, and 2015**

**(Projects and programs for fiscal years 2016 and Preliminary Development (PD) are included for information purposes)**



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## Chapter 1 Introduction

The Transportation Improvement Program (TIP) is a listing of all federally funded transportation projects within the Bannock Transportation Planning Organization (BTPO) planning area. The TIP provides a prioritized four year listing of projects planned for the BTPO area. In addition, the TIP includes two additional years for planning purposes. Fiscal year 2016 is a planning year for projects which have been developed to the point they are ready to move into the TIP in the following year. The other planning year, Preliminary Development (PD), is for projects as they start the project development process. Projects in this category can remain in PD for several years depending upon the complexity of the project. PD allows for early identification, design, and public notification of highway projects. The TIP includes all modes of surface transportation.

Bannock Transportation Planning Organization is the Governor designated Metropolitan Planning Organization (MPO) for the Pocatello Urbanized Area as defined by the United States Department of the Census. As an MPO, BTPO is required by federal regulation to develop a Transportation Improvement Program (TIP), for inclusion in the State Transportation Improvement Program (STIP).

The TIP is a four-year prioritized listing of all federally funded transportation projects planned to be built within the MPO boundaries. The TIP is also an implementation tool of the Long Range Transportation Program (LRTP), therefore all local projects listed must either come from the LRTP or be found to be consistent with the LRTP.

Projects listed within this TIP generally take three to six years from the beginning of the planning process to year of construction. For convenience, the projects are organized by Idaho Transportation Department Key Numbers. The first year 2011 has the proposed funding category. Fiscal years 2012 – 2015, list projects the proposed funding category. The last year (2016) and Preliminary Development (PD) are included for planning purposes.

Projects have different funding categories, but all are funded with Department of Transportation funds. The different Federal Highway Administration (FHWA) funding categories are Congestion Mitigation/Air Quality (CMAQ), Enhancement, Surface Transportation Program (State and Urban), Interstate Maintenance, and High Priority. The Federal Transit Administration (FTA) funding categories are Section 5303 Planning and Section 5307 Urbanized Area Formula Program. State funded projects are also listed for informational purposes.

## **Chapter 2 Summary of Previous TIP**

In Idaho, the TIP is updated annually. During this update new projects are added to, modified, or removed from the TIP. This section review some of the major projects completed in the previous year and delays or problems with other projects in the FY 2011 TIP. The BTPO are had no ungrouped projects in fiscal year 2011.

## **Chapter 3 TIP Development and Amendment Process**

### ***Identifying and Evaluating Local Candidate Projects***

Elected officials, local government staffs, and the public identify and recommend candidate projects to BTPO. The call for projects begins in October of each year and continues throughout the process. These candidate projects are evaluated and selected based on the following considerations:

- **Long-Range Transportation Plan (LRTP):** Candidate projects must be consistent with the approved LRTP. BTPO's Technical Advisory Committee makes a recommendation to the Policy Board which must find a project consistent with the LRTP to be included in final TIP.
- **Public Input:** Candidate projects must undergo public review. This review starts in February with a listing of all newly recommended projects. A month-long public review of the Draft TIP is conducted in July.
- **Prioritization of Projects:** The Technical Advisory Committee, using the results of the public review recommends priority to the Policy Board which makes the final recommendations. This prioritized list is used in conjunction with others from around the state to produce a Draft State Transportation Improvement Program. The Draft STIP divides all projects submitted into recommended for funding and not recommended for funding categories.

All of the recommended projects are submitted to the Idaho Transportation Department (ITD) for consideration and approval by the Idaho Transportation Board. The projects approved by the Idaho Transportation Board will be included in the TIP and STIP. The STIP is adopted in September and is the document in which all transportation projects are funded.

### ***Public Involvement***

The TIP is a priority list of projects to be completed between 2011 and 2015; however, it is also used as a planning document for BTPO, ITD, and local governmental agencies. Projects listed in the fiscal years 2016 and Preliminary Development are included in order to indicate their current development status. Projects can require six or more years of preliminary work prior to construction.

Public involvement in transportation investment decision-making is central to accomplishing the vision of the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users

(SAFETEA-LU). The Bannock Transportation Planning Organization and our member entities take a pro-active, early, and continuing approach to the public involvement process by using a variety of techniques throughout project planning, design, construction, and operation. This ensures opportunities for the public to contribute in the transportation decision-making process. As part of this process, projects never before included in the TIP are separated for comment. These are the projects the public can have the most influence and impact. It is important that citizens understand that they have a say in each of the transportation projects listed in the TIP.

Overall, the public involvement comment period lasts for approximately 10 months beginning in October and ending in September each year. The first stage is to obtain a new list of projects for future development. However, at any time during the year, public comment is accepted and encouraged on any portion of the plan. BTPO's staff and technical and policy committees encourage responses on the TIP via mail, e-mail, telephone, and fax for individuals interested in the projection or the TIP process.

### **Amendment Process**

Table 1 shows the amendment process that will be used in the modification of the TIP. The table outlines when changes to the TIP need a conformity determination, public involvement, or amendment to the STIP.

**Table 1: TIP Amendment Process**

<b>Action or Situation</b>	<b>Public involvement required?</b>	<b>Conformity determination required?</b>	<b>STIP amendment required?</b>
<b>Adding/Deletion of projects to the TIP</b>			
Adding/Deleting exempt* projects	Yes	No	Yes
Adding/Deleting projects with air quality implications	Yes	Yes	Yes
<b>Shifting of Projects within the TIP</b>			
Shifting exempt* projects among the first three years of the TIP	No	No	No
Shifting air quality projects among the first three years of the TIP	No	No	No
Shifting exempt* projects into or out of the first three years of the TIP	Yes	No	Yes
Shifting air quality projects into or out of the first three years of the TIP	Yes	Yes	Yes

\* Exempt as defined by Code of Federal Regulations Title 40 part 93.127.

## **Chapter 4 Type of Funding**

Federal, State and local funds main types of funding are available for projection within the TIP. The majority of projects listed are funded with federal funds which require matching funds. Sometimes the state or local government completes projects entirely with local funds.

## **Federal Sources**

Safe Accountable Flexible Efficient Transportation Equity Act: a Legacy for Users (SAFETY-LU) defined the different types of programs administered by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The programs determine how federal funds can be used. Federal Funds are also limited to roadways classified as collectors, arterials, and interstates with few exceptions.

### **FHWA**

- Interstate Maintenance Program (IM)- Funds are used for resurfacing, restoration, and rehabilitation of the Interstate Highway System.
- National Highway System Program (NHS) - Limited to designated NHS roads throughout the State. Funds are used for transportation facility improvements ranging from rehabilitation of existing facilities to new construction.
- Surface Transportation Program (STP) - The STP has two subcategories of Safety and Enhancement Programs. In Idaho the STP is also divided into Local Urban and State categories.
  - STP Safety - A mandatory ten percent (10%) of all STP funds are to be used for safety improvements to roads and railroad crossings, including railroad-crossing devices. Funds may also be used for transit safety improvements and programs. Funds can be used on any roadway classification.
  - STP Enhancement - A mandatory ten percent (10%) of all STP funds are to be used for non-traditional uses ranging from historic preservation to water run-off mitigation. Enhancement projects are solicited statewide and selected by ITD.
  - STP Local Urban - Funds can be used for any road not functionally classified as a local or rural minor collector in the metropolitan area. Funds are used for transportation facility improvements ranging from rehabilitation of existing facilities to new construction.
  - STP State Highway System – A portion of the overall STP program established exclusively for ITD projects.
- Bridge Program - Funds are used for replacement and repair of bridges and can be used for bridges on all classifications or streets.
- Congestion Mitigation/Air Quality - Funds are used for projects that assist in the maintenance and improvement of air quality as well as the mitigation of transportation congestion.
- High Priority - Discretionary funds allocated by the United States Congress for projects demonstrating solutions to transportation problems.

### **FTA**

FTA projects are identified by the 49 United State Code sections which establish the eligible activities for that section.

- FTA Section 5303 - Funds available for transit planning activities within a metropolitan area.
- FTA Section 5307 - Provides funds to local transit agencies for capital and operating assistance.

The major subcategories are:

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

Preventive Maintenance - Funds are subcategory of capital and cover all maintenance costs.

Planning -Funds may be used to support planning activities as identified in the Unified Planning Work Program.

Operations – Funds cover operation of transit system.

ADA Complementary Paratransit Service - ADA complementary Paratransit service means service provided complementary to existing fixed-route service.

- FTA 5309- Discretionary grant funds used for capital improvements.
- FTA 5310 - Funds available for capital expenditures of private non-profit and public agencies providing transportation service to the elderly and disabled.

**State Funded Program (ST)** - Funds used for low cost State highway construction projects that can be developed at a lesser expense than required Federal funding. Funds may be used for pavement improvements, bridge repair, and other unanticipated projects.

## Local Sources

Local funding sources may be used as a local cash match or for transportation projects not supported by Federal funds.

## Chapter 5 Projects by Program Category

The Transportation Improvement Program is divided into individual projects, grouped projects, and transit program categories. These categories together describe all the planned activity over the four years. The individual project category outside the four years of the TIP but in development are shown in 2016 and Preliminary Development.

The individual project category includes various projects which by their importance or by other requirements must be shown individually. These projects can range from signalization of an intersection to widening or a roadway. A project was included in this category if:

- Project is not eligible for categorical exclusion from environmental analysis
- Part of the project requires additional Right-of-Way
- Project requires air quality conformity analysis.

Projects in years which are not in the TIP's four years but are in development years of 2016 and PD include Intersection of Alameda and Jefferson which has a concept report and is now moving through the project development process. PD is projects which are undergoing preliminary engineering design.

Grouped projects are any project within the BTPO Urbanized Area boundaries which receive federal funding regardless of the Federal program or sponsor. Grouped projects are exempt for air quality conformity analysis as defined by 40 CFR part 51 Table 2. A list of the proposed grouped projects by program category is listed in Appendix B.

The final program category is Transit projects. This category covers all projects which receive funding from FTA funding sources. The projects are divided into categories to showing the type of expense related to the project. .

Bannock Transportation Planning Organization  
 FY 2012 Transportation Improvement Program

**Table 2: Projects by Program Year**

Route Key # Activity Description	Project Limits Project #	Phase	Prior Year Expenditures	Transportation Improvement Program					Planning Projects		Total Project Cost			
				2012	2013	2014	2015	2016	PD	Total	Federal Aid	Agency Match	Notes	
Cheyenne; South Valley Connector 7508 Replace Bridge	DHP-1564(001)	CN		\$5,997							\$5,997	\$5,557	\$440	
		PE/CE									\$0	\$0	\$0	
		RW									\$0	\$0	\$0	
Cheyenne; Cheyenne Corridor Safety Improve 9721 Replace Bridge	STP-7271(104)	CN		\$645							\$0	\$0	\$0	
		PE/CE									\$645	\$598	\$47	
		RW									\$0	\$0	\$0	
Cheyenne; South Valley Connector 10735 Replace Bridge	A10(735)	CN		\$1,960							\$1,960	\$1,816	\$144	
		PE/CE									\$0	\$0	\$0	
		RW									\$0	\$0	\$0	
Chubbuck IC Bridge #61 12093 Replace Bridge	A012(093)	CN	\$720	\$12,914							\$12,914	\$11,966	\$948	
		PE/CE									\$720	\$667	\$53	
		RW									\$0	\$0	\$0	
US91; Intersection Yellowstone and Pearl 12428 Traffic Signal		CN				\$496					\$496	\$460	\$36	
		PE/CE		\$90							\$90	\$83	\$7	
		RW		\$60							\$60	\$56	\$4	
I-15B; Intersection of 5th and Carter 12429 Traffic Signal		CN				\$496					\$496	\$460	\$36	
		PE/CE		\$90							\$90	\$83	\$7	
		RW		\$75							\$75	\$69	\$6	
US91; Tyhee Wasteway Canal Bridge 12429 Bridge Replacement		CN				\$507					\$507	\$470	\$37	
		PE/CE		\$100							\$100	\$93	\$7	
		RW		\$100							\$100	\$93	\$7	
Intersection of Alameda and Jefferson 11657 Reconstruction and realignment	A011(657)	CN						\$4,298			\$4,298	\$3,983	\$315	
		PE/CE	\$150	\$205							\$355	\$329	\$26	
		RW				\$1,158					\$1,158	\$1,073	\$85	
Intersection of Hawthorne and Quinn 12099 Signalization	A012(099)	CN							\$1,340		\$1,340	\$1,242	\$98	
		PE/CE	\$150								\$150	\$139	\$11	
		RW									\$0	\$0	\$0	
		CN		\$0	\$7,957	\$12,914	\$1,499	\$0	\$4,298	\$1,340	\$28,008	\$25,953	\$2,056	
		PE/CE		\$1,020	\$1,130	\$0	\$0	\$0	\$0	\$0	\$2,150	\$1,992	\$158	
		RW		\$0	\$235	\$0	\$0	\$1,158	\$0	\$0	\$1,393	\$1,290	\$102	
		Total		\$9,322	\$12,914	\$1,499	\$1,158	\$4,298	\$1,340	\$31,551	\$29,235			
		Federal		\$8,638	\$11,966	\$1,389	\$1,073	\$3,438	\$1,072	\$29,235	\$27,089			
Local		\$684	\$948	\$110	\$85	\$860	\$268	\$2,316	\$2,146					

**Table 3: BTPO Metropolitan Planning Area Grouped Projects**

	Grouped Projects by Program					
	BTPO Transportation Improvement Program				Planning	
	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	PD
BTPO Metropolitan Planning Area	\$4,117	\$1,808	\$11,857	\$338	\$4,303	\$6,029

**Table 4: Transit Projects by Project Type**

Project Name		Project Limits	Transportation Improvement Program				Planning Projects		Total Project Cost			
Key #	Project Type	Funding Source	2012	2013	2014	2015	2016	PD	Total	Federal Aid	Agency Match	Notes
11792	Operations	FTA 5307	\$583						\$1,166	\$583	\$583	
11793	Security	FTA 5307	\$20						\$25	\$20	\$5	
11794	Capital	FTA 5307	\$10						\$13	\$10	\$3	
11795	Paratransit Operations	FTA 5307	\$73						\$146	\$73	\$29	
11796	Preventative Maintenance	FTA 5307	\$185						\$231	\$185	\$46	
11853	Metropolitan Planning	FTA 5303	\$39						\$39	\$36	\$3	
12186	Operations	FTA 5307		\$583					\$1,166	\$583	\$583	
12182	Security	FTA 5307		\$5					\$6	\$5	\$1	
12183	Capital	FTA 5307		\$10					\$13	\$10	\$3	
12184	Paratransit Operations	FTA 5307		\$73					\$146	\$73	\$29	
12185	Preventative Maintenance	FTA 5307		\$200					\$250	\$200	\$50	
11854	Metropolitan Planning	FTA 5303		\$39					\$39	\$36	\$3	
12809	Operations	FTA 5307			\$583				\$1,166	\$583	\$583	
12812	Security	FTA 5307			\$5				\$6	\$5	\$1	
12808	Capital	FTA 5307			\$10				\$13	\$10	\$3	
12810	Paratransit Operations	FTA 5307			\$73				\$146	\$73	\$29	
12811	Preventative Maintenance	FTA 5307			\$200				\$250	\$200	\$50	
12807	Metropolitan Planning	FTA 5303			\$39				\$39	\$36	\$3	
13255	Operations	FTA 5307				\$583			\$1,166	\$583	\$583	
13258	Security	FTA 5307				\$5			\$6	\$5	\$1	
13254	Capital	FTA 5307				\$10			\$13	\$10	\$3	
13256	Paratransit Operations	FTA 5307				\$73			\$146	\$73	\$29	
13257	Preventative Maintenance	FTA 5307				\$200			\$250	\$200	\$50	
13253	Metropolitan Planning	FTA 5303				\$39			\$39	\$36	\$3	

## Chapter 6 Other Requirements

### Certification

#### The TIP includes:

1. All transportation projects or identified phases of a project, (including pedestrian walkways, bicycle transportation facilities, and transportation enhancement projects) within the BTPO metropolitan planning area proposed for funding under Title 23 and Title 49, United States Code.
2. Only projects consistent with the Long Range Transportation Plan.
3. All regionally significant transportation projects regardless of funding source.

### Public Involvement

As required by 23 CFR 450.316 the TIP was developed with public involvement under the process adopted by BTPO's Policy Board in September, 2007. All projects included within this TIP are consistent with the principles of the Long Range Transportation Plan.

### Financial Plan

The TIP is a financially driven programming and planning document. The projects included in the TIP have identified funding sources for all local match requirements and federal sources of funds. The funding years covered under this TIP are 2012 – 2015.

Local Projects: For all local highway projects, those not sponsored by ITD, the federal aid portion is funded through a committee established by Idaho Transportation Board Policy B-11-04. This policy allows the urban areas to work together to prioritize the estimated ten million dollar urban program. There are no formal sub allocations of these funds. The committee works to provide a reasonable amount based on percentage of urban populations. The guarantee is that once a project is recommended for funding and placed in the TIP, that project will receive funding in subsequent years. Historically this has been the case.

Local Match: The communities are active participants in the project selection and development process. The city councils have approved agreements stating their commitment to provide funding for the local share of the project.

System Level Estimates: This figure is difficult to calculate. The requirement is to show system-level cost and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation. Neither city divides the federal-aid system when considering which roads to improve. They consider the entire network as the system. To determine the cost and funding for just the federal-aid portion would be impractical. Table 5 shows the revenue and expenses for each of the communities within the planning area. The table also demonstrates a commitment to fund the repair and maintenance or operations of not just the local federal aid system but the entire local system. Both cities are on pavement management programs with a fifteen year cycle. The local property tax column has increased very much over the last five years and is above sustainable levels. The long term growth rate is set at four percent per year which will still provide for the future needs of the system.

**Table 5: Local Agency Funding and Operation Expenses**

Agency	Funding				Disbursements			
	Local Property Tax	Local Other	State Fuel Tax	Federal	Expansion	Operations	Preservation	Restoration
<b>Chubbuck</b>								
2004	\$ 124,946	\$ 1,025,410	\$ 384,109	\$ -	\$ 134,997	\$ 518,187	\$ 31,362	\$ 846,469
2005	\$ 114,496	\$ 1,299,950	\$ 393,262	\$ 58,138	\$ 660,706	\$ 656,746	\$ 44,900	\$ 503,894
2006	\$ 256,747	\$ 1,055,105	\$ 402,005	\$ 9,803	\$ 378,967	\$ 459,151	\$ 141,439	\$ 744,103
2007	\$ 283,662	\$ 674,741	\$ 422,386	\$ -	\$ 27,562	\$ 671,033	\$ 134,713	\$ 449,306
2008	\$ 333,662	\$ 1,291,675	\$ 407,741	\$ 31,534	\$ 23,844	\$ 1,229,217	\$ 54,288	\$ 675,793
2009	\$ 388,235	\$ 1,298,227	\$ 401,040	\$ 126,185	\$ -	\$ 773,819	\$ 99,521	\$ 1,335,861
Average	\$ 250,291	\$ 1,107,518	\$ 401,757	\$ 37,610	\$ 204,346	\$ 718,026	\$ 84,371	\$ 759,238
Percentage Change	68%	21%	4%	N/A	N/A	33%	68%	37%
Change per year	11%	4%	1%	N/A	N/A	6%	11%	6%
<b>Pocatello</b>								
2004	\$ 1,114,747	\$ 431,965	\$ 1,958,832	\$ -	\$ -	\$ 2,386,864	\$ 326,131	\$ 789,276
2005	\$ 1,335,954	\$ 346,010	\$ 1,958,822	\$ -	\$ -	\$ 2,175,115	\$ 326,131	\$ 1,322,590
2006	\$ 1,365,361	\$ 785,588	\$ 2,049,514	\$ -	\$ -	\$ 2,770,916	\$ 326,131	\$ 963,374
2007	\$ 1,944,729	\$ 532,184	\$ 2,085,013	\$ -	\$ -	\$ 2,477,886	\$ 881,998	\$ 1,189,611
2008	\$ 1,947,909	\$ 1,197,565	\$ 2,008,970	\$ 436,477	\$ 1,002,274	\$ 2,908,682	\$ 1,245,012	\$ 1,061,967
2009	\$ 1,976,355	\$ 1,556,037	\$ 1,876,528	\$ 141,023	\$ -	\$ 2,421,829	\$ 1,389,020	\$ 846,817
Average	\$ 1,614,176	\$ 808,225	\$ 1,989,613	\$ 96,250	\$ 167,046	\$ 2,523,549	\$ 749,071	\$ 1,028,939
Percentage Change	44%	72%	-4%	N/A	N/A	1%	77%	7%
Change per year	7%	12%	-1%	N/A	N/A	0%	13%	1%

Transit Funding: Transit funding for the urbanized area runs an average of \$879 thousand dollars per year. The city of Pocatello’s match is around \$385,000 per-year. City of Chubbuck and Idaho State University contribute to the match based on service provided. This amount does vary with the amount of federal funding received. In the last twenty years of operation, Pocatello Regional Transit has managed to maintain and expand fix route service and provide complementary Para-transit service in the urbanized area. This track record and commitment for local participants is evidence there are funds reasonably available to carry out the transit operations during the next four years.

Cost Per Year

Table 6 shows the cost for all projects within the TIP. The local share of the total amount is provided by the project sponsor and is guaranteed to be available at the time of construction.

**Table 6: Total Program Cost by Year**

<b>Program</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>PREL</b>
Federal Contribution						
Individual Projects	\$8,638	\$11,966	\$1,389	\$1,073	\$3,983	\$1,242
Grouped Projects	\$3,815	\$1,675	\$10,986	\$313	\$3,987	\$5,587
Transit Program	\$907	\$907	\$907	\$907		
Local Contribution						
Individual Projects	\$684	\$948	\$110	\$85	\$315	\$98
Grouped Projects	\$823	\$362	\$2,371	\$68	\$861	\$1,206
Transit Program	\$669	\$669	\$669	\$669		
Total Project Cost						
Projects	\$9,322	\$12,914	\$1,499	\$1,158	\$4,298	\$1,340
Grouped Projects	\$4,117	\$1,808	\$11,857	\$338	\$4,303	\$6,029
Transit Program	\$1,620	\$1,620	\$1,620	\$1,620		
All cost are Year-of-Expenditure						

**Conformity Determination**

**Background**

The Portneuf Valley Area (PVA) is currently listed as attainment for small particulate matter (PM<sub>10</sub>). In accordance with the State Implementation Plan for the area, BTPO must certify all our plans and programs including the TIP do not contribute to new violations of the Clean Air Act. The planning area must certify the TIP conforms to the Clean Air Act by meeting the Motor Vehicle Emissions Budget (MVEB) for each particulate. The MVEB is part of the State Implementation Plan (SIP) which regulates all emissions. The MVEB ensures that transportation does not contribute to air shed emission problems.

**Time Frame**

BTPO Policy Board after consultation with Idaho Department of Environmental Quality and the public according to Title 40 Part 93.106(d)(3) has elected to shorten the conformity horizon to the last year of the Motor Vehicle Emissions Budget (2020). Therefor the analysis periods for the conformity determination are 2011 (base), 2015, and 2020 (horizon year).

## Procedures and Process

The procedure for determining if the TIP conforms to the Clean Air Act and Federal regulation is complex. The basic process is to verify that emissions from the projects proposed in this TIP and the Long Range Transportation Plan are lower than the Motor Vehicle Emissions budget for each analysis period. The assumptions and numbers that support the findings of the BTPO Policy Board are included in Appendix A. For additional information on the conformity process or to request a copy of Appendix A, send a request to the address or email on the front of this document.

In summary, Vehicle Miles Traveled (VMT) calculated by the BTPO travel demand model is converted into emissions. The emissions calculated are PM<sub>10</sub>, total exhaust, re-entrained road dust, and Nox and VOC. VMT is calculated for 2011, 2015, and 2020 and compared to the MVEB for that time period. Table 7 has the MVEB for the PVNAA.

**Table 7: Motor Vehicle Emissions Budget**

	PM <sub>10</sub>		VOC		Nox	
	MVEB	Model	MVEB	Model	MVEB	Model
2011	897	893	983	764	1575	1280
2015	1120	964	716	371	1085	506
2020	1364	1057	585	319	514	367

## Projects from LRTP

The time period of the conformity determination requires all nonexempt projects from 2012 to 2020 be identified. The TIP covers projects which are anticipated to be constructed by 2019 but one additional project which is listed in the 2010 Long Range Transportation Plan needs to be evaluated. This project, Siphon Road from Hiline to Yellowstone is a road widening project and will be included in the conformity analysis.

## Results

Table 8 shows the Vehicle Miles Traveled by year and classification. The total daily mileage has increased from 1.2 million per day to 1.5 million vehicle miles traveled per day. The VMT is for the transportation system that would result as a result of this TIP and Siphon Road improvements from the Long Range Transportation Plan.

Table 9 lists the emissions from the MVEB and the travel demand model. For each analysis period the emissions generated by the TIP, for each pollutant, are below the emissions listed in the MVEB. As a result, this draft TIP conforms to the MVEB.

**Table 8: VMT by Classification**

Class	VMT		
	2011	2015	2020
Local	115,333	124,507	135,677
Collector	76,312	73,919	77,682
Minor Arterial	237,512	274,656	302,213
Principal Arterial	407,922	425,693	452,300
Interstate	431,581	470,805	524,573
Total	1,268,660	1,369,580	1,492,445

**Table 9: Total Emissions as Compared to MVEB**

	PM <sub>10</sub>		VOC		Nox	
	MVEB	Model	MVEB	Model	MVEB	Model
2011	897	893	983	764	1575	1280
2015	1120	964	716	371	1085	506
2020	1364	1057	585	319	514	367

## Appendix A Transportation Conformity Methodology Report

### Mobile 6.2

MOBILE6.2 is the required emission model provided by the EPA’s Office of Transportation and Air Quality (OTAQ), and is used to determine the on-road vehicle VOC, NOx, and particulate emissions. Table 10 is the same as approved for the LRTP and emissions inventory.

**Table 10 MOIBLE6.2 Parameters**

Parameter	Modeled at	Note
VMT Mix	Model Defaults	BPO conducted limited field studies to confirm the ratio of vehicles in the PVNAA are comparable to the national average
Minimum/Maximum Temperature	Winter = 23 / 44 F      Summer = 45/76 F	National Weather Service monthly average from 1938 to 2002 Winter is October through March. Summer is April through September.
Absolute Humidity	January = 20 grains/lb      July = 45 grains/lb	Values used in PVNAA Emissions Inventory
Fuel RVP	January = 15 psi      July = 11.5 psi	Values used in PVNAA Emissions Inventory
Diesel Fuel Sulfur Content	500 ppm	Idaho Default as agreed to by IDEQ
Fuel Program	3	Fuel program represents Tier 2 Sulfur phase-in schedules. The number 3 applies to conventional gasoline west.
Facility Types	Interstate, Arterial @32, Arterial @30( represents Collector roads), Local	MOBILE6.2 defaults except that interstate ramps are not used. They are included in the interstate category.
Facility Speeds	Interstate = 65 mph; Arterial = 32 mph, Collector = 30 mph; Local = 25 mph	The speeds are those used on most links within the travel demand model. Speeds represent the normal conditions within he urban area.
Number of Precipitation Days	96 days	Road Dust Study divided into average days per year
Average Fleet Weight	Weighted national defaults	The national VMT percent by vehicle type was used to calculate the average fleet weight. This number is used in calculating the PM <sub>10</sub> .
Vehicle Miles Traveled (VMT)	Calculated by travel demand model.	VMT is calculated into Interstate, Principal Arterial, Minor Arterial, Collector, and Local as a percentage of the previous four.
Seasonal Evaluation	Winter (January) Summer (July)	Winter is October through March. Summer is April through September.
Altitude	Low	Low was used in the emission inventory
Evaluation Month	January =1 and July = 7	MOBILE6.2 defaults. For specific months represented seasonal evaluation.

Table 11 is different from the LRTP in the units. LRTP used pounds and showed the emission factors in pounds per vehicle mile. The table was modified to grams per VMT to provide consistency. The numbers are a little different from the factors used in the LRPT. This could be from the update numbers due to updating an emission factors for heavy diesel vehicles.

**Table 11 MOBILE6.2 Emissions Factors**

Local January							
Emissions	2005	2010	2015	2020	2025	2030	2035
Total PM <sub>10</sub>	0.0615	0.0452	0.0452	0.0318	0.0308	0.0303	0.03
VOC	1.869	1.166	0.81	0.655	0.576	0.552	0.548
N <sub>ox</sub>	2.42	1.572	0.93	0.624	0.487	0.422	0.422

Local July							
Emissions	2005	2010	2015	2020	2025	2030	2035
Total PM <sub>10</sub>	0.0794	0.0441	0.035	0.0317	0.0307	0.0303	0.03
VOC	2.458	1.565	1.111	0.895	0.804	0.785	0.78
N <sub>ox</sub>	2.117	1.344	0.793	0.534	0.419	0.364	0.347

Collector January							
Emissions	2005	2010	2015	2020	2025	2030	2035
Total PM <sub>10</sub>	0.0791	0.0452	0.0353	0.0318	0.037	0.0303	0.03
VOC	1.429	0.898	0.62	0.495	0.495	0.408	0.404
N <sub>ox</sub>	2.341	1.479	0.887	0.602	0.602	0.418	0.402

Collector July							
Emissions	2005	2010	2015	2020	2025	2030	2035
Total PM <sub>10</sub>	0.0793	0.0441	0.0349	0.0317	0.0307	0.0303	0.0303
VOC	1.67	1.081	0.759	0.518	0.518	0.502	0.498
N <sub>ox</sub>	2.016	1.249	0.749	0.406	0.406	0.357	0.343

Arterial January							
Emissions	2005	2010	2015	2020	2025	2030	2035
Total PM <sub>10</sub>	0.0791	0.0452	0.0353	0.0318	0.0307	0.0303	0.03
VOC	1.402	0.882	0.61	0.486	0.42	0.401	0.487
N <sub>ox</sub>	2.332	1.474	0.883	0.599	0.476	0.416	0.341

Arterial July							
Emissions	2005	2010	2015	2020	2025	2030	2035
Total PM <sub>10</sub>	0.0599	0.0441	0.0349	0.0317	0.0307	0.0303	0.03
VOC	1.631	1.058	0.743	0.583	0.506	0.49	0.487
N <sub>ox</sub>	2.008	1.244	0.745	0.508	0.404	0.355	0.341

Freeway January							
Emissions	2005	2010	2015	2020	2025	2030	2035
Total PM <sub>10</sub>	0.0791	0.0451	0.0353	0.0307	0.0307	0.0303	0.03
VOC	1.252	0.794	0.558	0.446	0.385	0.367	0.364
N <sub>ox</sub>	3.337	2.081	1.189	0.772	0.589	0.503	0.476

Freeway July							
Emissions	2005	2010	2015	2020	2025	2030	2035
Total PM <sub>10</sub>	0.0598	0.0441	0.0349	0.0317	0.0307	0.0303	0.03
VOC	1.379	0.908	0.648	0.508	0.436	0.421	0.418
N <sub>ox</sub>	2.942	1.795	1.023	0.665	0.507	0.433	0.41

Emission factors in grams per VMT

Re-Entrained Road Dust

The second component of particulate emission is road dust. The procedures developed in 1998 were used in the emission inventory. The emission factor for road dust is:

$$\text{EFPAVED LBS/VMT} = 7.47 * S^{0.401} * W^{0.93} * 0.101$$

Where: S = Silt Loading in g/m<sup>2</sup>  
 W= Average fleet vehicle weight in tons

**Table 12 Silt Loading**

Silt Loading in g/m<sup>2</sup> by month

Class	January	February	March	April	May	June	July	August	September	October	November	December
Local	2.57565	2.90562	2.76146	4.90997	1.14153	2.23064	1.14260	0.08671	0.52111	7.01500	1.88582	8.08148
Collector	0.18301	0.60319	0.60359	0.53902	0.23366	0.23993	0.31661	0.26826	0.26784	1.38030	0.06843	0.23074
Arterial	0.98315	0.35789	0.35789	1.35288	0.18423	0.34504	0.37070	0.57664	0.09765	1.68341	1.10921	1.11411
Interstate	0.41806	0.12053	0.12053	0.18581	0.06503	0.06503	0.06727	0.02467	0.06831	0.41486	0.38763	0.24347

Source Light 1998

Fleet vehicle weight is the one area with the largest change from last year. The average fleet vehicle weight is determined by using the percentage of each vehicle class as a total VMT. Table 13 shows a sample for 2005 on how the average vehicle weight is determined. Table 14 shows the average vehicle weight for 2005 through 2035.

**Table 13 Sample Average Vehicle Weights**

Vehicle Class	Average Vehicle Weight lb	Arterial and Interstate		Local And Collector	
		Vehicle Mix by VMT	Weighted Vehicle Weight lb	Vehicle Mix by VMT	Weighted Vehicle Weight lb
LDGV	2,500	41.58%	1040	48.79%	1220
LDGT1	2,500	7.82%	196	7.82%	196
LDGT2	5,000	26.05%	1303	26.05%	1303
LDGT3	7,000	7.98%	559	7.98%	559
LDGT4	7,000	3.67%	257	3.67%	257
HdGV2B	9,000	2.97%	267	2.97%	267
HdGV3	13,000	0.11%	14	0.11%	14
HdGV4	15,000	0.04%	6	0.04%	6
HdGV5	19,500	0.11%	21		0
HdGV6	26,000	0.24%	62		0
HdGV7	33,000	0.10%	33		0
HdGV8A		0.00%	0		0
HdGV8B		0.00%	0		0
LDDV	2,500	0.06%	2	0.06%	2
LDDT12	5,000	0.02%	1	0.02%	1
HDDV2B	9,000	0.92%	83	0.92%	83
HDDV3	14,000	0.28%	39	0.28%	39
HDDV4	16,000	0.27%	43	0.27%	43
HDDV5	19,500	0.12%	23		0
HDDV6	26,000	0.63%	164		0
HDDV7	33,000	0.92%	304		0
HDDV8A	55,000	1.11%	611		0
HDDV8B	55,000	3.97%	2184		0
MC	1,000	0.57%	6	0.57%	6
GAS BUS	55,000	0.03%	17	0.03%	17
URB BUS	55,000	0.09%	50	0.09%	50
COM BUS	55000	0.16%	88	0.16%	88
LDDT34	8000	0.17%	14	0.17%	14
Total VMT Mix Factor		100.00%		100.00%	
Average Fleet Weight in lbs			7383		4162
Average Fleet Weight in Tons			3.69		2.08

**Table 14 Average Vehicle Weight by Year**

Road Class	2005	2010	2015	2020	2025	2030	2035
Local	2.08	2.17	2.23	2.27	2.27	2.27	2.27
Collector	2.08	2.17	2.23	2.27	2.27	2.27	2.27
Arterial	3.69	3.80	3.87	3.92	3.92	3.92	3.92
Interstate	3.69	3.80	3.87	3.92	3.92	3.92	3.92

### ***Travel Demand Model***

TransCAD software is used by BTPO to model the current and future vehicle traffic within the urban area. The model used demographic data to replicate the existing travel patterns. These existing numbers are validated to the actual traffic on the system. 2010 is the base year used in this conformity determination. The 2010 model is modified to include the planning projects

included within the Transportation Improvement Program (TIP) for 2010 to 2020. Table 15 lists the projects included in the travel demand model analysis. The Vehicle Miles Traveled (VMT) for each horizon year is shown in Table 16.

**Table 15 Transportation Projects by Horizon Year**

Horizon Year	Key Number	Project Route	Name	Year	Description	Conformity Required
2015	7508	Cheyenne (STC-7271)	South Valley Connector	2012	Bridge Replacement	Y
	9721	Cheyenne (STC-7271)	Cheyenne Corridor Safety Improvement	2012	Safety Improvement	Y
	10735	Cheyenne (STC-7271)	South Valley Connector	2012	Bridge Replacement	Y
	12093	I-89	Chubbuck Bridge IC #61	2013	Bridge Replacement	Y
	12428	US-91	Yellowstone Ave and Pearl St	2014	Signalization	Y
	12871	US-91	Tyhee Wasteway Canal	2014	Bridge Replacement	Y
	12429	I-15B	Intersection of 5th Ave and Carter	2014	Signalization	Y
2020	11657	I-15B	Intersection Alameda and Jefferson	2016	Intersection Improvements	Y
	12099	SMA-7031	Intersection of Hawthorne and W. Quinn	2018	Signalization	Y
		Siphon	Siphon Road From Yellowstone to Hiline	2020	Widening	Y

**Table 16 Vehicle Miles Traveled 2010, 2015, and 2020**

Class	VMT		
	2011	2015	2020
Local	115,333	124,507	135,677
Collector	76,312	73,919	77,682
Minor Arterial	237,512	274,656	302,213
Principal Arterial	407,922	425,693	452,300
Interstate	431,581	470,805	524,573
Total	1,268,660	1,369,580	1,492,445

## Results

Table 17 shows the emission results using travel demand modeling developed over the last several months. Table 17 shows we are still within the emission budget.

**Table 17 Vehicle Emissions Results**

	PM <sub>10</sub>		VOC		Nox	
	MVEB	Model	MVEB	Model	MVEB	Model
2011	897	893	983	764	1575	1280
2015	1120	964	716	371	1085	506
2020	1364	1057	585	319	514	367

## Appendix B Grouped Projects

The Idaho Transportation Department, Federal Highway Administration, and Idaho’s metropolitan planning organizations have agreed on the following improvements to make the Idaho Transportation Investment program (ITIP) approval process more efficient. Federal regulation 23 CFR 450.216(j) allows projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. In nonattainment and maintenance areas, project classifications must be consistent with the “exempt project” classifications contained in the EPA's transportation conformity regulation (40 CFR part 93). In addition, projects proposed for funding under title 23 U.S.C. Chapter 2 that are not regionally significant may be grouped in one line item or identified individually in the STIP. Grouped project in Idaho will be shown by geographic area.

The grouped investment totals identified in Table 3 are included with the Idaho Transportation Investment into the State Transportation Improvement Program (STIP) which also serves as the basis for federal approval.

Highway projects are listed individually only if they meet one or more of the following criteria:

- Special reporting is required due to the funding source.
- The project contains work that increases system capacity.
- The project requires an environmental clearance more in-depth than the minimal categorical exclusion (this usually includes projects with right-of-way needs).
- The project may impact air quality and requires additional analysis within certain metropolitan planning areas.
- The department or an MPO believe the project warrants individual attention by local officials and stakeholders.
- Because investment groups have not yet been established for public transportation and aeronautics projects, all of these projects are listed individually.

All future funding and project costs are shown in “year-of-expenditure” dollars. This shows what projects will cost in future dollars. The costs are adjusted with a five-percent inflation factor. Make sure to consider the inflation adjustment when comparing these project budgets to project estimates that are prepared using present value.

Table 18 is a list of potential projects that have been identified for the various funding sources within the general Grouped total.

**Table 18: Potential List of Grouped Projects**

Bannock Transportation Planning Organization  
Appendix A Conformity

Route Key #	Project Limits		Phase	Prior Year Expenditures	Transportation Improvement Program				Planning Projects		Total Project Cost				
	Activity Description	Project #			2012	2013	2014	2015	2016	PD	Total	Federal Aid	Agency Match	Notes	
I-86; Chubbuck IC to Junction I-15			CN		\$192							\$192	\$178	\$14	
11118		A011(118)	PE/CE	\$12								\$12	\$11	\$1	
			RW									\$0	\$0	\$0	
Pavement Preservation															
US-91; Intersection of Tyhee			CN		\$3,100							\$3,100	\$2,872	\$228	
11127		A11(127)	PE/CE	\$300								\$300	\$278	\$22	
			RW									\$0	\$0	\$0	
Intersection Improvement															
Local; FY12 BTPO Metropolitan Planning			CN		\$170							\$170	\$158	\$12	
11200		A11(200)	PE/CE									\$0	\$0	\$0	
			RW									\$0	\$0	\$0	
Planning															
US-91; Yellowstone Ave; Burnside to Highway Ave			CN		\$640							\$640	\$593	\$47	
11632		A11(632)	PE/CE									\$0	\$0	\$0	
			RW									\$0	\$0	\$0	
Pavement Preservation															
US-91; Yellowstone Ave Chapel to Flandro			CN			\$66						\$66	\$61	\$5	
11650		A11(650)	PE/CE		\$5							\$5	\$5	\$0	
			RW									\$0	\$0	\$0	
Pavement Preservation															
US-91; Yellowstone; Highway Ave to Reservation			CN			\$144						\$144	\$133	\$11	
11651		A11(651)	PE/CE		\$5							\$5	\$5	\$0	
			RW									\$0	\$0	\$0	
Pavement Preservation															
US-91; Yellowstone; Reservation to Agency Road			CN			\$231						\$231	\$214	\$17	
11652			PE/CE		\$5							\$5	\$5	\$0	
			RW									\$0	\$0	\$0	
Pavement Preservation															
Local; FY 2013 BTPO Metropolitan Planning			CN			\$170						\$170	\$158	\$12	
11661		A11(661)	PE/CE									\$0	\$0	\$0	
			RW									\$0	\$0	\$0	
Planning															
Yellowstone Ave; Alameda to E Chapel			CN				\$5,736					\$5,736	\$5,315	\$421	
12416		A12(416)	PE/CE			\$410						\$410	\$379	\$30	
			RW									\$0	\$0	\$0	
Restortation and Realignment															
I-86; Airport Road IC to West Pocatello IC			CN				\$2,854					\$2,854	\$2,645	\$210	
8119		IM-86-2(024)(56)	PE/CE			\$42						\$42	\$39	\$3	
			RW									\$0	\$0	\$0	
Bridge Rehabilitation															
I-15B; Cedar to Alameda			CN			\$1,293						\$1,293	\$1,198	\$95	
13098		A013(098)	PE/CE			\$137						\$137	\$126	\$10	
			RW									\$0	\$0	\$0	
Restortation and Rehabilitation															
I-15; IC# 47 to IC # 67			CN			\$1,648						\$1,648	\$1,527	\$121	
12417		A12(417)	PE/CE			\$137						\$137	\$126	\$10	
			RW									\$0	\$0	\$0	
Pavement Preservation															
Local; FY 2014 BTPO Metropolitan Planning			CN			\$170						\$170	\$158	\$12	
12438		A12(438)	PE/CE									\$0	\$0	\$0	
			RW									\$0	\$0	\$0	
Planning															
Local; FY 2015 BTPO Metropolitan Planning			CN				\$170					\$170	\$158	\$12	
12439		A12(439)	PE/CE									\$0	\$0	\$0	
			RW									\$0	\$0	\$0	
Planning															
US91; Flandro to Poleline			CN						\$3,129			\$3,129	\$2,899	\$230	
13099		A013(099)	PE/CE			\$154	\$168					\$322	\$299	\$24	
			RW									\$0	\$0	\$0	
Restortation and Rehabilitation															
Off System; Portneuf River Lewis St. Bridge			CN						\$1,174			\$1,174	\$1,088	\$86	
12444			PE/CE	\$250								\$250	\$232	\$18	
			RW									\$0	\$0	\$0	
Bridge Rehabilitation															
Center Street Underpass			CN						\$1,876			\$1,876	\$1,738	\$138	
12098		A012(098)	PE/CE	\$150								\$150	\$139	\$11	
			RW									\$0	\$0	\$0	
Pavement Rehabilitation															
Benton Street Bridge			CN							\$4,153		\$4,153	\$3,848	\$305	
13119		A013(119)	PE/CE			\$473						\$473	\$438	\$35	
			RW									\$0	\$0	\$0	
Bridge Rehabilitation															
			CN	\$0	\$4,102	\$611	\$11,702	\$170	\$4,303	\$6,029		\$26,917	\$24,941	\$1,976	
			PE/CE	\$712	\$15	\$1,197	\$154	\$168	\$0	\$0		\$2,246	\$2,081	\$165	
			RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0	
				Total	\$4,117	\$1,808	\$11,857	\$338	\$4,303	\$6,029		\$29,163	\$27,023	\$2,141	
				Federal	\$3,815	\$1,675	\$10,986	\$313	\$3,442	\$4,823		\$27,023	\$25,039	\$1,983	
				Local	\$302	\$133	\$870	\$25	\$861	\$1,206		\$2,141	\$1,983	\$157	