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Todd Hubard

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Non-Voting Members:
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School District #25
Idaho State University

PLANNING DIRECTOR
Mori R. Byington

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MEETING NOTICE AND AGENDA

Policy Board
BTPO Conference Room
Monday, May 6, 2020
11:30 am

Policy Board

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1. Administrative Approvals

- a. **Minutes from March 2, 2020, Policy Board Meeting (Action Item)** – The Policy Board will consider the approval of the minutes from the March 2, 2020 meeting.
- b. **Check Register and Receipts (Action Item)** – The Policy Board will consider the approval of the checks and receipts since the last meeting.

2. Draft 2021 - 2027 Transportation Improvement Program and Conformity Project List (Action Item) – The draft Transportation Improvement Program along with the list of projects included in the conformity determination.

3. Potential Project Delays Due to Coronavirus (COVID-19) – The Coronavirus is delaying the Traffic Impact Study Guideline Update and the traffic count program. Staff will update the committee on the work program status.

4. FHWA and ITD Self-Certification Review – Staff will present a summary of the FHWA and ITD review of BTPO's planning practices, and the additional planning projected added to the FY 2021 work program as a result.

5. Second Quarter Activity and Expenditure Report – Staff will review the second quarter activities, expenses, and potential modification to the Unified Planning and Work Program.

6. Committee Member Reports – Agenda item provides time for committee members to update the group on activities that could affect regional transportation planning.

July 6, 2020, is the next meeting scheduled



Agenda Item #1a: Policy Board Minutes from March 2, 2020

Meeting Date: May 4, 2020

Summary of Item:

The Policy Board may wish to approve the minutes of the March 2, 2020 meeting.

**MEETING AGENDA
Policy Board
Monday, March 2, 2020
11:30 a.m.
BTPO Conference Room
210 East Center**

Members Attending:

Heidi Adamson – City of Pocatello
Brian Blad – City of Pocatello
Kevin England – City of Chubbuck
Skyler Beebe – Pocatello Regional Transit
Rick Cheatum – City of Pocatello
Steven Brown – Bannock County
Roger Hernandez – City of Chubbuck

Others Attending:

Mori Byington – BTPO

Members Not in Attendance:

Amy Salmore – ISU
Todd Hubbard – Idaho Transportation Department

Meeting called to order by Vice-Chairman Adamson at 11:32 a.m.

Agenda Item #1a Minutes of February 3, 2020

Rick Cheatum made a motion to approve agenda item 1a Minutes of February 3, 2020; motion seconded by Brian Blad. The motion passed unanimously.

Agenda Item #1b Check Register and Receipts

Steven Brown made a motion to approve check register and receipts; motion seconded by Rick Cheatum. The motion passed unanimously.

Agenda Item #1c First Quarter Report

Steven Brown made a motion to approve check register and receipts; motion seconded by Brian Blad. The motion passed unanimously.

Agenda Item# 2 – Surface Transportation Block Grant Application

Mori stated that one application was received for the Surface Transportation Block Grant program. The staff did not recommend approval of the application due to the lack of bicycle facilities that are included

in the Bicycle and Pedestrian Master Plan. The Technical Advisory Committee recommends approval of the project with a request that the City of Pocatello revisits the bicycle lanes during the design phase of the project. There was a brief discussion on the project and the bicycle lanes. *Kevin England made a motion to approve the Pole Line Road Project requesting the City of Pocatello to do what they can for bicycle travel motion sectioned by Brian Blad. The motion passed unanimously.*

Roger Hernandez arrived at the meeting, but Vice-Chair Adamson continued as chair of the meeting.

Agenda Item #3 – 2020 Pictometry Partners

Mori Byington reviewed the request from Bannock County for funding of \$6,000 over two years for the third aerial flight in 2020. Mori discussed some of the changes to the request since the agenda for distributed. No changes to the request affect BTPO's contribution. *Brian Blad made a motion to approve the request for \$6,000 for the aerial flight in the 2021 and 2022 Unified Planning and Work Program, motioned sectioned by Steven Brown. The motion passed unanimously.*

Agenda Item #4- On-Call Engineering Contract update

Mori stated that the Technical Advisory Committee was recommending the of the on-call contract with Six Mile Engineering for FY 2020 ns 2021 with a not to exceed \$30,000 annually. There was a discussion on the selection process and the priorities. Keven England had concerns regarding the intersection of Chubbuck and Yellowstone after the last retiming and ask for additional follow up. The priorities for the coordinated system and the BTPO planning fund portion of the projects were reviewed. *Steven Brown made a motion approving the on-call contract with Six Mile Engineering, motion seconded by Rick Cheatum. The motion passed unanimously.*

Agenda Item #5 – Functional Classification Update

Mori Byington stated the Idaho Transportation Department was waiting until 2023 after the 2020 census data was released to modify the functional classification map. The main reason is the boundaries of the urban area may change, which affects the road classification. The staff and the Technical Advisory Committee are recommending the project be delayed to 2023.

Agenda Item, #6 – 2019 Annual Vehicle Miles Traveled.

Mori Byington reviewed the Annual Vehicle Miles Traveled from 2008 to 2019, and he explained the drop-in miles traveled in 2017.

Agenda Item #7 – Fiscal Year 2021 Annual Membership Dues

Mori is recommending a two-percent increase in the FY 2021 membership dues. The 2021 membership dues will be \$57,250. *Kevin England made a motion to approve the FY 2021 membership dues; motion seconded by Rick Cheatum. The motion passed unanimously.*

Agenda Item #8 Committee Member Reports

Todd Hubbard informed the Policy Board that the annual Idaho Transportation Board meeting in District 5 is changing the format. ITD is inviting a representative for each agency to an all-day meeting with the Idaho Transportation Board to discuss cooperation in projects and new funding possibilities.

Vice-Chair Adamson adjourned the meeting at 12:10

Minutes, Agendas and Packets are available online at www.bannockplanning.org/bpocommittees.html

Action Required: Approve Minutes

Agenda Item #2 - Draft 2021 - 2027 Transportation Improvement Program Conformity Project List

Meeting Date: May 4, 2020

Summary of Item:

I have included the draft TIP for your review. The draft is a month early, but I wanted to get the conformity determination completed before the public involvement in July. The TIP may change slightly from this version, but those projects are likely to be exempt from conformity determination. The primary purpose of the agenda item is to review the conformity list. Once the list is approved, I will complete the travel demand modeling and Motor Vehicle Emission Modeling on the draft list. The plan is to include the conformity determination to be included in the draft TIP and eliminate the need for separate public involvement for the conformity determination. The conformity list includes three tables. The first two are the projects for the three horizon years. The last is the list of projects which are exempt from conformity determination requirements.

2025 Horizon				
Key Number	Project Name	Activity	Year of Activity	Sponsor
B1001	E. Siphon Road- Yellowstone Ave to Hiline Rd	Widen the existing roadway from 2 to five lanes including bicycle facilities	2021	Chubbuck
21860	Yellowstone - Park Lawn and Siphon	Widen existing road from two to five lanes	2024	ITD
Sponsor Codes: BPO = Bannock Transportation Planning Organization; Chubbuck = City of Chubbuck; Pocatello = City of Pocatello PRT = Pocatello Regional Transit; ITD = Idaho Transportation Department.				
2030 and 2040				
Key Number	Project Name	Activity	Year of Activity	Sponsor
new	Gould Street: Yellowstone to Garrett Way	Widen the westbound lanes from two to three and add additional right turn lanes to the intersection of Garrett Way and Gould St.	2027	ITD
Sponsor Codes: BPO = Bannock Transportation Planning Organization; Chubbuck = City of Chubbuck; Pocatello = City of Pocatello PRT = Pocatello Regional Transit; ITD = Idaho Transportation Department.				
Projects included in the MTP but outside the range of the TIP were taken from Table 7-5 Funding for the Preferred Scenario. These projects are listed with an MTP key number				

Exempt				
Key Number	Project Name	Activity	Year of Activity	Reference
13800	Pocatello UZA Operations	Operations provide funds for the day to day operations of the PRT fixed route system.	2021-2024	Table 2
13801	Pocatello UZA Capital Lease	Capital Facility Lease provides funds to lease a transfer station for the fixed transit route system	2021-2024	Table 2
13802	Pocatello UZA Capital	Demand Response Operations provides door to door transit service for elderly and disabled persons in the Pocatello urban area.	2021-2024	Table 2
13803	Pocatello UZA Preventive Maintenance	Provide all maintenance costs related to vehicles including supplies, materials, labor, services, and associated costs required to preserve or extend the life of transit vehicles.	2021-2024	Table 2
19755	Pocatello UZA Capital	Capital Vehicle Replacement project will purchase new or buses to replace those busses which are beyond their useful life. An estimated four busses will be purchased	2021-2024	Table 2
19720	Pocatello USZ Planning	Mobility management provides planning service to assist in coordinating transit services between transit providers and human service agencies.	2021-2024	Table 2
new	Pocatello UZA Capital	E Clark Street ADA Sidewalk Improvements	2021	Table 2
new	Pocatello UZA Capital	E Carter Street ADA Improvement	2022	Table 2
21827	I-15B, Cedar to Flandro	Mill and inlay	2021	Table 2
19952	FY 2021 BTPO Metropolitan Planning	Planning	2021	Table 2
20432	FY 2022 BTPO Metropolitan Planning	Planning	2022	Table 2
20432	FY 2023 BTPO Metropolitan Planning	Planning	2023	Table 2
22495	FY 2024 BTPO Metropolitan Planning	Planning	2024	Table 2
New	FY 2025 BTPO Metropolitan Planning	Planning	2025	Table 2
ORN01D5	Pedestrian Crossing Safety Improvements	The project will add 12 bulb outs and curb ramps within downtown Pocatello. The project will also add two Rectangular Rapid Flash Beacons Near Pocatello High School.	2023	Table 2
21911	Yellowstone Ave; Breneman to Knudsen	Safety improvement to add median to the center turn lane	2025	Table 2
12099	Intersection of Hawthorne and Quinn	Improve capacity by installing signal or other traffic control device	2024	Table 3
20589	I-86/I-15 Interchange Complex	Updates to the interchange complex including repair or replacement of bridges and ramps	2025	Table 3
22450	State, FY 21 Pocatello 15 ADA Ramps	Construct 15 ADA Ramps on in Pocatello	2021	Table 2
12098	Center Street Underpass	Bridge Rehabilitation	2025	Table 2
5002	S. 5th Avenue Safety Improvement	Sidewalks and crosswalks	2022	Table 2
New	Pole Line Road - W Alameda Road to W Quinn Road	Add a two-way center turn lane and sidewalk to Pole Line Road from W Alameda Road to W Quinn Road	2025	Table 2
Sponsor Codes: BPO = Bannock Transportation Planning Organization; Chubbuck = City of Chubbuck; Pocatello = City of Pocatello PRT = Pocatello Regional Transit; ITD = Idaho Transportation Department.				
Projects types included in this list are listed in 40 CFR §93.126 to 40 CFR §93.127 and are exempt for the conformity requirements.				
Projects included in the MTP but outside the range of the TIP were taken from Table 7-5 Funding for the Preferred Scenario. These projects are listed with an MTP key number				

Action Required:

Recommend approval of the draft FY 2021 TIP and conformity list.

Draft Transportation Improvement Program



2021 -2027



Technical Advisory Committee Draft Review – April 27, 2020
Policy Board Approved -
Technical Correction –



The preparation of this report has been financed in part by funds from the Federal Highway Administration and the Federal Transit Administration. The policies, findings, and recommendations contained in this document do not necessarily represent the views of the agencies identified above.

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Introduction

About the Bannock Transportation Planning Organization (BTPO)

Established through federal legislation, Metropolitan Planning Organizations (MPOs) exist throughout the United States in all urbanized areas of more than 50,000 people. They have the responsibility to plan, prioritize, and recommend transportation projects for federal funding. Bannock Transportation Planning Organization is the designated transportation planning agency for the Pocatello/Chubbuck urbanized area and serves northern Bannock County and the cities of Pocatello and Chubbuck (Figure 1).

Serving as a regional partnership between the City of Pocatello, 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.

Purpose of Document

The goal of the Transportation Improvement Program (TIP) is to provide information to the public and other interested parties on federally funded projects that will occur over the next four years. The TIP includes three additional planning years that are not in the Federal TIP. The TIP demonstrates that Bannock Transportation Planning Organization has met the requirements of the Fixing America's Surface Transportation (FAST) Act. The TIP is consistent with the 2040 Metropolitan Transportation Plan approved on October 7, 2019.

This document provides a financial constraint project list that represents BTPO's regional priorities for expenditures of federal transportation funds for fiscal years 2021-2027. Projects within the TIP, once approved by the BTPO Policy Board and the Idaho Transportation Board, will be included in the Idaho Transportation Investment Program (ITIP) by reference. The TIP also contains an Air Quality Conformity Determination.

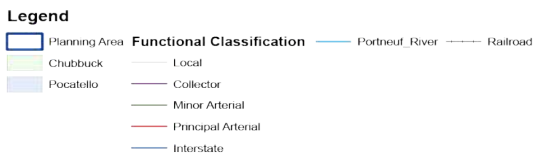
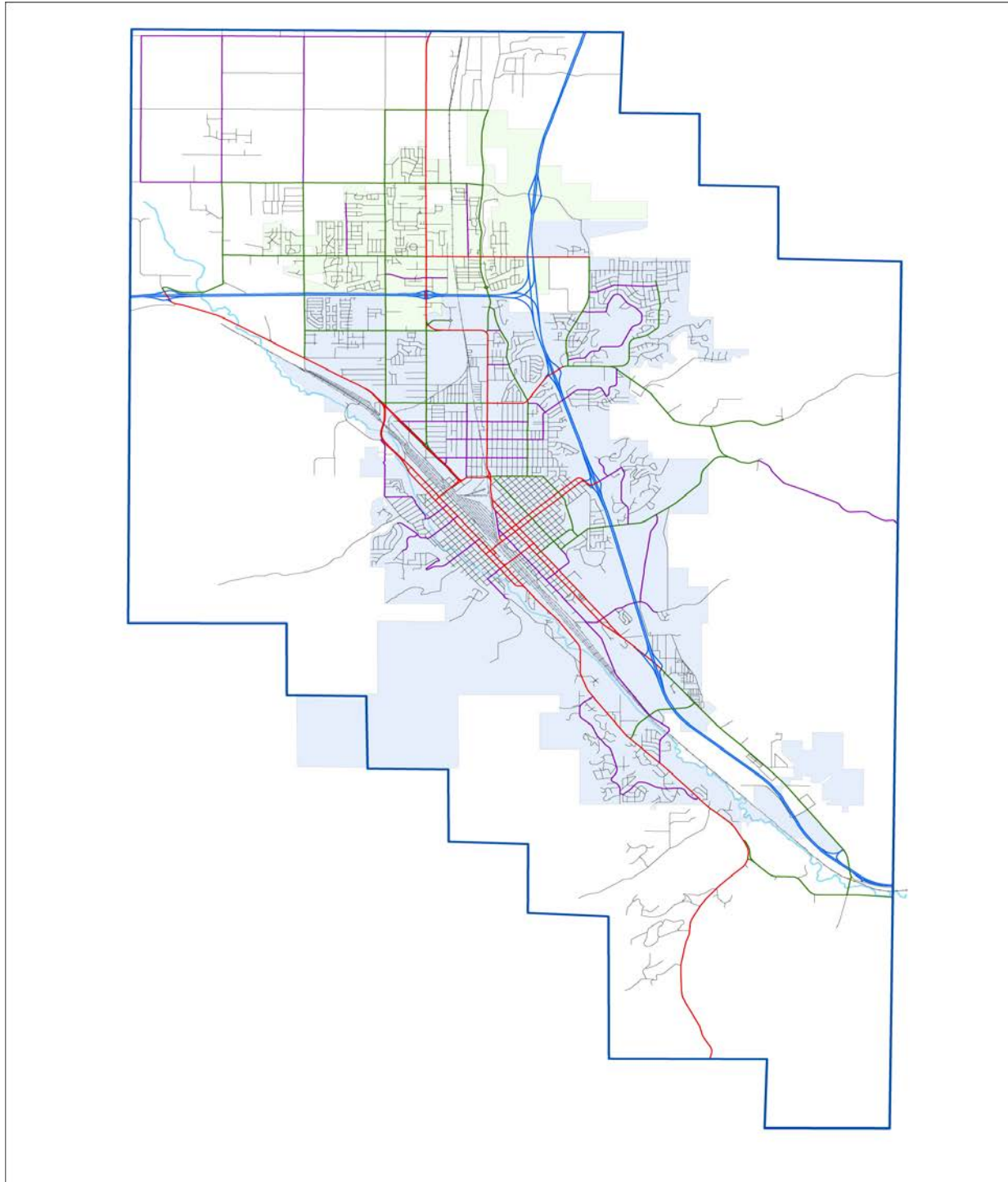


Figure 1: BTPO Planning Area

Metropolitan Planning Requirements

Federal law requires all metropolitan areas to maintain a continuous, cooperative, and comprehensive planning process when developing programs, projects, and strategies. It considers eight 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 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 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, sometimes called the Long-Range Transportation Plan (LRTP), is a twenty-five-year multimodal performance-based strategy developed to guide investments of public funds. The MTP establishes a vision for the future transportation system and develops plans, programs, and projects that support the goals. The MTP also has performance measures that assist in tracking progress made over the life of the Plan. The BTPO updates the MTP every four years.

Unified Planning Work Program (UPWP)

The UPWP is a one-year work plan developed to focus on transportation planning priorities in the region. 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.

Transportation Improvement Program (TIP)

The Transportation Improvement Program is a listing of all federally funded transportation projects within the Bannock Transportation Planning Organization's planning area. The TIP provides a prioritized, four-year list of projects planned for the BTPO area. Also, the TIP includes three extra years for planning purposes. Fiscal year 2025 and 2026 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, 2027/ 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 on 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.

The TIP is also an implementation tool of the MTP. Therefore all local projects listed must either come from the MTP or be found to be consistent with the MTP. Projects have different funding categories but are all funded through the Department of Transportation.

Idaho Transportation Investment Program (ITIP)

The TIP includes projects and programs within BTPO's metropolitan planning area. ITD develops a five-year ITIP, which includes projects for the six metropolitan regions within Idaho and includes all federally funded projects within the state regardless of the mode of transportation or location. The ITIP meets the federal requirements of the FAST Act. ITD and BTPO coordinate in the development of projects within BTPO's urban area. Upon adoption, each project within the BTPO's TIP, within federal fiscal years 2021 – 2027, will become part of the ITIP by reference. The ITIP is available online at <http://www.itd.idaho.gov/itip/default.htm>.

Coordination with other Plans and Programs

The TIP is the implementation document of the MTP and provides a funding mechanism completing the Plan's vision. The MTP is a long-range vision, and there are many other plans and programs which address specific issues or programs within the metropolitan area. The other plans and programs need to be coordinated with the TIP and the MTP to ensure that programs are consistent. Those efforts include:

- **Idaho Strategic Highway Safety Plan:** The Strategic Highway Safety Plan (SHSP) provides a comprehensive approach to improving transportation safety within Idaho. The SHSP also distributes a specific number of funds towards activities and programs which address the safety issues within the State. ITD updated the SHSP in 2016. The Idaho Strategic Highway Safety Plan can be viewed online at http://apps.itd.idaho.gov/apps/ohs/Plan/FFY16-FFY20_SHSP.pdf.
- **Regional Intelligent Transportation Systems (ITS) Architecture:** BTPO works with ITD, regional, and local agencies to develop a regional Intelligent Transportation Systems (ITS) Architecture development plan. ITD developed an ITS plan for each of its six districts. Local organizations and MPO's were encouraged to add systems that would address specific issues not included in the regional Plan. The Idaho Transportation Department updated the Idaho ITS Strategic Plan Update in 2011. Additionally, there was a transit component called the Idaho Transit Technology Plan (2015), which addresses the specific needs of transit providers.
- **Coordinated Human Services Transportation Plan (CHSTP):** The Coordinated Human Services Transportation Plan (CHSTP) documents the local coordination process for funding and delivery of public transportation services designed for the elderly, persons with disabilities, and low-income individuals. The Plan, adopted in 2018, sets the regional priorities and process for selecting projects which improve access to public transportation.

- **Federal Transit Administration Program of Project:** BTPO works annually with Pocatello Regional Transit (PRT), the designated recipient of Section 5307 funds, to develop the Program of Projects (POP). PRT has elected to coordinate public involvement requirements with BTPO for the POP. As such, the TIP meets the FTA requirements for public participation in the development of the POP for PRT. The POP submitted by ITD includes all transit projects listed in this TIP.

Public Involvement and Amendment Process

Public Involvement

Public participation in transportation investment decision making is central to accomplishing the vision of the FAST Act. BTPO and our member entities take a proactive, early, and continuing approach to the public involvement process by using a variety of techniques throughout project planning, design, construction, and operation. BTPO provides opportunities for the public to contribute to transportation decision-making at specific milestones in the development process. BTPO's Public Involvement Plan outlines the development and review process for the TIP.

Amendment Process

The BTPO Policy Board approved Transportation Improvement Program Amendment and Administrative Modification Process on May 2, 2016. This document describes the process used to amend or modify the TIP.

Program Development

The FY 2021-2027 TIP is a seven-year program of planned transportation projects that are from or consistent with; the 2040 Metropolitan Transportation Plan. The TIP is an opportunity to fund and implement the 2040 MTP. Therefore BTPO works with member agencies and the public to take full advantage of funding opportunities. The following sections describe sources of finance and procedures used to select candidate projects.

Funding Sources

President Obama signed FAST into law on December 4, 2015. The law made some changes in federal transportation funding programs' previous highway authorization. Some of these programs are still undergoing rulemaking procedures administered by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The program determines the use of 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.

Federal Highway Administration

- National Highway Performance Program (NHPP) – The NHPP provides support for the condition and performance of the National Highway System (NHS). HNPP also provides funds for the construction of new facilities on the NHS. The NHPP funds are directed to

support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

- Surface Transportation Block Grant Program (STBG) – The STBG provides flexible funding that may be used by States and localities for projects to preserve and improve conditions and performance on any Federal-aid highway, bridge and/or tunnel project on any public road, pedestrian and bicycle infrastructure and transit capital projects, including intercity bus terminals.
- Highway Safety Improvement Program (HSIP) – HSIP's goal is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focus on performance.
- Transportation Alternatives Program (TAP) – FAST continues the TAP program to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. The TAP replaces funding from pre-MAP-21 programs including Transportation Enhancements, Recreational Trails, Safe Routes to School and several other discretionary programs, combining them into a single funding source. Non-motorized activities such as bicycle and pedestrian facilities use TAP funds.

Federal Transit Administration (FTA)

49 United States Code sections establish eligible activities for that section.

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

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

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

Planning Funds - support planning activities as identified in the Unified Planning Work Program.

Operations Funds - cover the operation of the transit system.

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

- FTA 5310 – Funds available for capital expenditures of private non-profit and public agencies providing transportation service to the elderly and physically challenged.
- FTA 5339 – Provides capital funding to replace, rehabilitate and purchase bus and related equipment, and to construct bus facilities.

State and Local Funded Program

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.

TIP Development Process

Most projects identified in the TIP are federally funded. The FAST act defines various funding categories and the project selection requirements for each category. Project selection occurs at either the metropolitan level or at the state level either through the Idaho Department of Transportation or the Local Highway Technical Assistance Council. How candidate projects are prioritized and selected 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 Highway Roads
- Federal Transit Administration Programs
- Statewide Competitive Programs

Identifying and Evaluating 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 areas with populations from 5,000 – 200,000 to the Urban Committee. This committee makes recommendations to the Idaho Transportation Board on the Urban Program. The committee comprised of MPOs and the LHTAC work cooperatively to develop a five-year program. Each member, including BTPO, developed their project prioritization and selection process.

When funds are available, a call for projects begins each year in October and continues throughout the process. Candidate projects are evaluated and selected based on the following considerations:

- Metropolitan Transportation Plan: Candidate projects must be consistent with the approved MTP. BTPO's Technical Advisory Committee (TAC) makes recommendations to the Policy Board, which must find a project consistent with the LRTP to be included in the final TIP.
- Public Input: Candidate projects must undergo public review. The review starts in February with a listing of all newly recommended projects. In July, a month-long public review of the Draft TIP occurs.
- Prioritization of Projects: Using the results of the public review, the TAC recommends priorities to the Policy Board, which make the final recommendations. This prioritized list is used in conjunction with others from around Idaho to produce a Draft State Transportation Investment Program (STIP). The Draft STIP divides all projects submitted into recommended for funding, and not recommended for funding, categories.

BTPO issued a call for projects in November 2019 for both the STBG and Transit programs. Local communities submitted three projects in response to the call for projects. The Policy Board has recommended all three projects be included in the draft FY 2021 -2027 TIP.

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. The ITIP is adopted in September and is the document through which all transportation projects are funded.

Identifying and Evaluating State Highway Candidate Projects

For projects on the State Highway, BTPO works cooperatively with the Idaho Transportation Department on the identification and selection of projects within the metropolitan area. Most project types, such as pavement preservation, bridge, and safety, are all based on performance criteria. BTPO staff reviews all ITD projects recommended from these performance-based programs for compatibility with the MTP. For expansion-based projects, prioritization occurs in the MTP, and candidate projects are selected from the list of needed projects.

Federal Transit Administration Programs

FTA awards Section 5307 funds directly to transit providers. BTPO and PRT work cooperatively through the development of plans to determine the best use of these funds annually. Section 5339 is another category where a cooperatively developed project list is determined. MTP determines the list of needed projects. PRT's capital replacement program determines the replacement schedule for specific vehicles. The purchase of an estimated four new buses will occur over the four years of the TIP.

The Coordinated Transportation Human Service Plan (CTHSP) determines the eligible projects and activities for the Section 5310 program. All projects selected for this program must come from the CTHSP. BTPO accepted applications for the 5310 program in December. The BTPO Policy Board has recommended two projects for funding in the FY 2020 – 2025 TIP.

Statewide Competitive Programs

LHTAC administers the bridge program and safety program for projects, not on a state highway system. More information on LHTAC programs can be found online at <http://lhtac.org/programs/>.

Local project sponsors who apply to LHTAC programs are required to submit projects to BTPO where the evaluation for consistency with the MTP and other plans occurs. Safety projects are often developed cooperatively before the submission of an application.

Bridge and safety projects on State Highways are selected through the ITD process and submitted to BTPO for inclusion in the TIP. BTPO staff and 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 administers the Transportation Alternative Program (TAP) statewide. Applications for the program are accepted annually for projects to be constructed in three years. The application process requires coordination with BTPO during the project development process.

Potential Impact on Performance Measures

Transportation planning has used performance measures for a long time, but the Federal Highway Act Moving Ahead for Progress in the Twenty-first Century (MAP-21) emphasized the linkage

between performance measures and the allocation of resources. Performance-based planning encourages Metropolitan Planning Organizations (MPO), and the State Department of Transportation to allocate resources to those areas where improvements are needed. Identified performance measures monitor the performance of the system and should affect the allocation of additional resources. The current Federal Highway Act FAST continues the requirement of linking performance to the planning and programming process. 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. The national performance measures are:

Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

- Rate of Fatalities (five-year rolling average)
- Serious Injuries per year (five-year rolling average)
- Rate of Serious Injuries (five-year rolling average)
- Number of non-motorized fatalities and serious injuries (five-year rolling average)

Infrastructure Condition - To maintain the highway infrastructure asset system in a state of good repair.

- Percentage of Pavements of the Interstate System in Good Condition
- Percentage of Pavements of the Interstate System in Poor Condition
- Percentage of Pavements of the National Highway System (NHS) in Good Condition
- Percentage of Pavement of the National Highway System in Poor Condition
- Percentage of Bridges on the NHS classified as in Good Condition
- Percentage of Bridges on the NHS classified as in Poor Condition

System Reliability - To improve the efficiency of the surface transportation system

- Percentage of Interstate System Providing Reliable Travel
- Percentage of the Non-Interstate NHS Providing Reliability Travel

Congestion– To achieve a significant reduction in congestion

- Annual hours of delay Non-Interstate Arterials and Collectors
- Percentage of Arterials and Collectors operating below acceptable Level of Service

Freight Movement and Economic Vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

- Percentage of the Interstate System Mileage Providing for Reliable Truck Travel Time

Transit Assist Management – To improve the condition of transit capital assists.

- Equipment - The performance measure for non-revenue, support-service and maintenance vehicles equipment is the percentage of those vehicles that have either met or exceeded their Useful Like Balance (ULB)
- Rolling Stock – The percentage of revenue vehicles within a particular asset class that have either met or exceeded their ULB
- Facilities – The percentage of facilities within an asset class, rated below adequate condition (rating of 3) on the Transit Economic Requirement Model (TERM) scale

BTPO's Performance Measures Methodology Report provides specific performance measures within each performance category. For each category, a summary of the impact projects within this TIP will have on the various measures. As identified in the TIP development process section, there are few projects in which BTPO has significant influence. Specific programs such as bridge, pavement, and safety identify projects which meet the criteria for that performance category. The two statewide safety programs are competitive. The project selection criteria developed by the LHTAC and TIP identifies projects that will assist ITD in meeting their performance targets.

Safety

The five safety performance measures relate to the reduction of fatal and serious injury crashes. BTPO supports ITD safety targets. Three projects in the TIP have a direct effect on the safety performance measures. The E. Alameda Road and Yellowstone (KN19053) project's primary purpose is to reduce serious injuries that have occurred along this section of the roadway. The Yellowstone Avenue; Breneman to Knudsen (KN21911) will add a median to prevent left-turning traffic at a high crash location. South 5th Avenue Safety Improvement project (KN22411) will install a median on 5th Ave from I-15 to Jason Ave, add a crosswalk on 5th Ave, a rectangular rapid flashing beacon (RRFB) to aid the crosswalk, a sidewalk on the east side of 5th Ave.

Infrastructure Condition

The TIP includes four ITD's pavement management system identified pavement improvements on the National Highway System. Three projects will relace or repair bridges that are in poor condition. I-86/I-15 Interchange Complex (KN 20589) will replace the bridge within the complex and two others on E. Chubbuck Road, which goes over the interstate near the project. The I-86 Railroad Bridge (KN 22544) will replace the I-86 westbound bridge over the Union Pacific Railroad tracks. West Carson Street Bridge (KN 22597) will replace the bridge over the Portneuf River. The project will replace all three of the bridges in poor condition in 2019. The West Carson project is one of four non-National Highway System bridges listed in poor condition in 2019. These projects will have a significant impact on the bridge condition within the urban area.

Congestion Reduction

23 CFR Part 490.507 lists the performance measures and methodology for congestion. Idaho Transportation Department has submitted the conditions for each MPO region, and BTPO maintains a travel time network. Both show Yellowstone Avenue from Chubbuck to I-86 as below the acceptable limits. Travel Demand Modeling has shown that the Northgate Interchange (2019) will reduce congestion in that section of roadway and, therefore, should improve travel time.

System Reliability

As of this draft, the Idaho Transportation Department has not completed its 2019 evaluation of system reliability. The lack of data prevents the determination of the impact of the TIP on system reliability. In travel demand model runs, which include a Northgate Interchange on I-15 show an improvement in National Highway System roadway volumes. This lower volume should lead to improved System Reliability. The region has one road segment (Yellowstone Avenue from I-86 to Chubbuck Road), which has been on the unreliability list in the past. The regional signal coordination committee updated the signal timing in this corridor, which reduced travel times by 30 to 60 seconds. Key number 21911 FY 2025 Yellowstone Avenue; Breneman to Knudsen will install a median along the corridor. Both activities should improve the system reliability on the road segment.

Transit Asset Management

Table 2 includes two projects KN 19755 and KN 19189, which provide funding for transit vehicles. The three bus purchases will keep the Pocatello Regional Transit Fleet above the state targets.

Local Performance Measures

The national performance measures relate to the goals and priorities established by Congress and are primarily focused on roads on the National Highway System. The 2040 Metropolitan Transportation Plan developed local performance categories for facilities not on the National Highway System. The five categories are:

- Infrastructure Condition – To maintain the highway infrastructure in a state of good repair;
- System Reliability – To improve the efficiency and reliability of the surface transportation system;
- Activity Transportation – Provide multimodal options that support a safe, active, and healthy community;
- Network Accessibility – Active transportation network connectivity; and
- Environment Sustainability – Provide for clean air within the planning area.

The 2040 Metropolitan Transportation Plan (<https://www.bannockplanning.org/wp-content/uploads/2019/10/BTPO-Metropolitan-Transportation-Plan-2040.pdf>) provides a complete description of the local performance measures.

Proposed Projects to the Transportation Improvement Program

The projects identified in the TIP are selected applications or identified by the bridge and pavement management system. The four projects are consistent with the goals and strategies of the 2040 Metropolitan Transportation Plan. Table 1 identifies the list of projects BTPO proposes to add to the FY 2021 -2017 TIP. The table provides the project name, description, performance measures, year of the activity, and project cost. Performance measures refer to national and local performance-based planning measures. Projects within each measure are selected to help the region and the State of Idaho meet performance-based targets.

Table 1 Proposed Projects to the Transportation Improvement Program

Key Number	Project Name	Project Description	Performance Measure	Year of Activity	Project Cost
New	E. Clark Street ADA Improvements.	The project will install 120 feet of sidewalks and improve 34 ADA ramps on E Clark street from 1st to 18th.	Network Accessibility	2021	\$230,000
New	E. Carter Street ADA Improvements.	The project will install a sidewalks, ramps and lighting on E. Carter St from S. 5th Ave to S. 8th Ave	Network Accessibility	2022	\$131,000
ORN01D5	Pedestrian Crossing Safety Improvement	The project will add 12 bulb outs and curb ramps within downtown Pocatello. The project will also add two Rectangular Rapid Flash Beacons Near Pocatello High School.	Safety	2023	\$700,000
NEW	Safe Routes to School	The project will develop a safe routes to school project within District #25.	N/A	2021- 2023	\$193,500
New	Pole Line Road - W Alameda Road to W Quinn Road	Widen the roadway to add a center turnlane. Sidewalks are also included in the project scope	Safety/Newwork Accessibility	PD	\$3,488,000
New	Gould Street: Yellowstone to Garrett Way	Widen the westbound lanes from two to three and add additional right turn lanes to the intersection of Garrett Way and Gould St.	Safety	2027	

Transportation Improvement Program Project List

The following section provides a list of projects recommended for the FY 2021- 2027 TIP. The list includes the proposed project and those who were listed in previous TIPs. Highway and Pedestrian and Bicycle projects are listed in Table 2. Table 3 identifies all public transportation projects. The planning projects are identified in Table 4.

Table 2 FY 2021 -FY 2027 Highway Projects List

Project Key Number	Project Name Route Mile Post Sponsoring Agency Performance Measure Air Quality Conformity Requirement	Proposed Funding Category	Phase	Estimated Total Project Cost	Prior Programs	Transportation Improvement Program				Planning Years		
						2021	2022	2023	2024	2025	2026	2027/PD
12099	Intersection of Hawthorne and Quinn	STBG -U	Construction	\$ 2,954	\$ -	\$ -	\$ -	\$ 2,954	\$ -	\$ -	\$ -	\$ -
	SMA 7031 1.063 - 1067		Development	\$ 550	\$ 550	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	City of Pocatello		Right-of-Way	\$ 950	\$ 950	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	N/A		Federal Funds		\$ -	\$ -	\$ 2,853	\$ -	\$ -	\$ -	\$ -	
	Exempt		Non-Federal		\$ -	\$ -	\$ 209	\$ -	\$ -	\$ -	\$ -	
Intersection of Hawthorne and Quinn improves the intersection operations by installation of a traffic signal. The project reduces congestion in the peak periods.												
B1001	Northgate Blvd, Yellowstone to Ave	Local	Construction	\$ 2,100	\$ -	\$ 2,100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Whitaker Rd		Development	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	SMA 7031		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	City of Chubbuck		Federal Funds									
	N/A		Non-Federal		\$ 2,100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Intersection of Hawthorne and Quinn improves the intersection operations by installation of a traffic signal. The project reduces congestion in the peak periods.												
22411	S. 5th Avenue Safety Improvements	Safety	Construction	\$ 180	\$ -	\$ -	\$ 180	\$ -	\$ -	\$ -	\$ -	\$ -
	SMA-7231 0.0-0.70		Development	\$ 29	\$ -	\$ 29	\$ -	\$ -	\$ -	\$ -	\$ -	
	City of Pocatello		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Safety		Federal Funds		\$ 28	\$ 173	\$ -	\$ -	\$ -	\$ -	\$ -	
	Exempt		Non-Federal		\$ 29	\$ 180	\$ -	\$ -	\$ -	\$ -	\$ -	
The project will install a median on 5th Ave from I-15 to Jason Ave, add a crosswalk on 5th Ave, a rectangular rapid flashing beacon (RRFB) to aid the crosswalk, and add a sidewalk on the east side of 5th Ave. The project also includes upgrade and improved signing and ADA compliant curb returns ramps at the four corners of 5th Ave/Jason												
12099	Intersection of Hawthorne and Quinn	STBG -LU	Construction	\$ 4,790	\$ -	\$ -	\$ -	\$ -	\$ 4,790	\$ -	\$ -	\$ -
	SMA 7031 1.063 - 1067		Development	\$ 315	\$ 315	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	City of Pocatello		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Infrastructure Condition		Federal Funds		\$ -	\$ -	\$ -	\$ 4,627	\$ -	\$ -	\$ -	
	Exempt		Non-Federal		\$ -	\$ -	\$ -	\$ 4,790	\$ -	\$ -	\$ -	
Intersection of Hawthorne and Quinn improves the intersection operations by installation of a traffic signal. The project reduces congestion in the peak periods.												

Bannock Transportation Planning Organization
 FY 2021 – 2027 Transportation Improvement Program

Project Key Number	Project Name Route Mile Post Sponsoring Agency Performance Measure Air Quality Conformity Requirement	Proposed Funding Category	Phase	Estimated Total Project Cost	Prior Programs	Transportation Improvement Program				Planning Years		
						2021	2022	2023	2024	2025	2026	2027/PD
21827	Yellowstone Ave, Cedar St. to Flandro Dr.	State	Construction	\$ 2,244	\$ -	\$ 2,244	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	I-15B		Development	\$ 200	\$ 200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Idaho Transportation Department		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Infrastructure Condition		Federal Funds									
	Exempt		Non-Federal		\$ 2,244	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Intersection of Hawthorne and Quinn improves the intersection operations by installation of a traffic signal. The project reduces congestion in the peak periods.												
19053	E. Alameda Road and Yellowstone Ave	State	Construction	\$ 561	\$ -	\$ -	\$ 561	\$ -	\$ -	\$ -	\$ -	\$ -
	I-15B 4.206 - 4.459		Development	\$ 273	\$ 273	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Idaho Transportation Department		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Infrastructure Condition / Safety		Federal Funds		-							
	Exempt		Non-Federal		\$ -	\$ 561	\$ -	\$ -	\$ -	\$ -	\$ -	
This project will improve safety and capacity at the intersection of East Alameda Rd. and Yellowstone Ave. in Pocatello. This project will create a center median from East Cedar St. to East Alameda St.												
21860	FY 24 Park Lawn to Siphon Rd,	NHS	Construction	\$ 2,940	\$ -	\$ -	\$ -	\$ -	\$ 2,940	\$ -	\$ -	\$ -
	US 91 81.138 - 81.552		Development	\$ 250	\$ 250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Idaho Transportation Department		Right-of-Way	\$ 2,000	\$ -	\$ 2,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	N/A		Federal Funds		\$ 1,932	\$ -	\$ -	\$ 2,840	\$ -	\$ -	\$ -	
	Required		Non-Federal		\$ 2,000	\$ -	\$ -	\$ 2,940	\$ -	\$ -	\$ -	
This project is a widening project that will provide additional capacity along Yellowstone Avenue between Park Lawn Ave and Siphon. The project will also allow for the addition of a traffic signal at the intersection of Yellowstone Avenue and Siphon Road.												
22597	W. Carson St, Portneuf River Bridge	Bridge	Construction	\$ 1,152	\$ -	\$ 1,152	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STC-7221 0.014 - 0.014		Development	\$ 386	\$ 386	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	City of Pocatello		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Infrastructure Condition		Federal Funds		\$ 1,113	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Exempt		Non-Federal		\$ 1,152	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Bridge Replacement												

Bannock Transportation Planning Organization
 FY 2021 – 2027 Transportation Improvement Program

Project Key Number	Project Name Route Mile Post Sponsoring Agency Performance Measure Air Quality Conformity Requirement	Proposed Funding Category	Phase	Estimated Total Project Cost	Prior Programs	Transportation Improvement Program				Planning Years		
						2021	2022	2023	2024	2025	2026	2027/PD
20589	I-86/I-15 Interchange Complex	IM	Construction	\$ 54,378	\$ -	\$ -	\$ 13,902	\$ 22,081	\$ -	\$ 18,395	\$ -	\$ -
	I-86/I-15 0.0 - 0.0		Development	\$ 1,461	\$ 1,411	\$ 50	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Idaho Transportation Department		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Infrastructure Condition		Federal Funds	\$ 48	\$ 13,429	\$ 21,331	\$ -	\$ 17,769	\$ -	\$ -	\$ -	
	Exempt		Non-Federal	\$ 50	\$ 13,902	\$ 22,081	\$ -	\$ 18,395	\$ -	\$ -	\$ -	
Updates the Interchange complex including repair or replacement of bridges and ramps												
22492	FY 26 District 5 Fence Improvement	IM	Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	I-15 57 - 72		Development	\$ 527	\$ -	\$ -	\$ -	\$ 42	\$ -	\$ -	\$ 486	\$ -
	Idaho Transportation Department		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	N/A		Federal Funds	\$ -	\$ -	\$ 40	\$ -	\$ -	\$ 469	\$ -	\$ -	
	Exempt		Non-Federal	\$ -	\$ -	\$ 42	\$ -	\$ -	\$ 486	\$ -	\$ -	
Improvements to fencing within on I-15.												
22450	FY 21 Pocatello 11 ADA Ramps	State	Construction	\$ 59	\$ -	\$ 59	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	varies		Development	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	City of Pocatello		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Infrastructure Condition Local		Federal Funds									
	Exempt		Non-Federal	\$ 59	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Construct eleven Americans with Disabilities Act Ramps at various locations in Pocatello.												
New	Safe Routes to School	State	Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	varies		Development	\$ 197	\$ -	\$ 65	\$ 66	\$ 67	\$ -	\$ -	\$ -	\$ -
	South East Idaho Council of Governments		Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	N/A		Federal Funds									
	Exempt		Non-Federal	\$ 65	\$ 66	\$ 67	\$ -	\$ -	\$ -	\$ -		
Conduct safe routes to school activates within the Pocatello.												

Bannock Transportation Planning Organization
 FY 2021 – 2027 Transportation Improvement Program

Project Key Number	Project Name Route Mile Post Sponsoring Agency Performance Measure Air Quality Conformity Requirement	Proposed Funding Category	Phase	Estimated Total Project Cost	Prior Programs	Transportation Improvement Program				Planning Years			
						2021	2022	2023	2024	2025	2026	2027/PD	
New	Pole Line Road -W Alameda Road to W Quinn Road 0 City of Pocatello	State	Construction	\$ 3,928	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,928
			Development	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Safety		Federal Funds										
	Exempt		Non-Federal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,928	
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. Sidewalk along Pole Line Road are also included in the project													
0	Gould Street - Yellowstone Ave to Garrett Way 0 Idaho Transportation Department	State	Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Development	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
			Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Safety		Federal Funds										
	Exempt		Non-Federal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Install curb extensions and install two Rectangular Rapid Flash Beacons at intersection on N Main Street and N Arthur Ave near Pocatello High School													
ORN01D5	Pedestrian Crossing Safety Improvements varies City of Pocatello	State	Construction	\$ 630	\$ -	\$ -	\$ -	\$ 630	\$ -	\$ -	\$ -	\$ -	\$ -
			Development	\$ 96	\$ -	\$ -	\$ 96	\$ -	\$ -	\$ -	\$ -	\$ -	
			Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Safety		Federal Funds										
	Exempt		Non-Federal		\$ -	\$ 96	\$ 630	\$ -	\$ -	\$ -	\$ -	\$ -	
Install curb extensions and install two Rectangular Rapid Flash Beacons at intersection on N Main Street and N Arthur Ave near Pocatello High School													
Project costs are in current dollar value in 1,000 of dollars. The planning year 2027 includes projects the Idaho Transportation Department plans to construct in 2027 and local project which are undergoing the initial design phase and no construction year is implied.			Federal		\$ 2,439	\$ 14,298	\$ 24,224	\$ 7,467	\$ 17,896	\$ 469	\$ -		
			Non-Federal										

Table 3 FY 2021 -2027 Transit Project List

Key #	Public Scope Statement	Funding Source	Sponsor	Total	2021	2022	2023	2024
				Federal				
				Local				
13800	Operations provide funds for the day to day operations of the PRT fixed route system.	5307 Sub	PRT	Total	980	1,000	1,000	1,000
				Federal Funds	490	500	500	500
				Local Funds	490	500	500	500
13801	Capital Facility Lease provides funds to lease a transfer station for the fixed transit route system	5307 Sub	PRT	Total	8	8	8	8
				Federal Funds	6	6	6	6
				Local Funds	2	2	2	2
13802	Demand Response Operations provides door to door transit service for elderly and disabled persons in the Pocatello urban area.	5307 Sub	PRT	Total	250	250	250	250
				Federal Funds	200	200	200	200
				Local Funds	50	50	50	50
13803	Provide all maintenance costs related to vehicles including supplies, materials, labor, services, and associated costs required to preserve or extend the life of transit vehicles.	5307 Sub	PRT	Total	323	323	323	323
				Federal Funds	258	258	258	258
				Local Funds	65	65	65	65
19755	The Capital Vehicle Replacement project will purchase new or buses to replace those buses which are beyond their useful life. An estimated three buses will be purchased	5307 Sub	PRT	Total	159	159	159	159
				Federal Funds	127	127	127	127
				Local Funds	32	32	32	32
19720	Mobility management provide planning service to asset in coordinating transit services between transit provide and human service agencies.	5307 Sub	PRT	Total	19	19	19	19
				Federal Funds	15	15	15	15
				Local Funds	4	4	4	4
19189	Capital Vehicle Replacement project will purchase new or buses to replace those buses which are beyond their useful life. An estimated 6 busses will be purchased	5339 Sub	PRT	Total	288			575
				Federal Funds	230			460
				Local Funds	58			115
	E. Clark Street ADA Improvements. The project will install 120 feet of sidewalks and improve 34 ADA ramps on E Clark street from 1st to 18th.	5310 Sub	Pocatello	Total	230			
				Federal Funds	184			
				Local Funds	46			
	E. Carter Street ADA Improvements. The project will install a sidewalks, ramps and lighting on E. Carter St from S. 5th Ave to S. 8th Ave	5310 Sub	ISU	Total		131		
				Federal Funds		105		
				Local Funds		26		

Sponsor Codes: BPO = Bannock Transportation Planning Organization; Chubbuck = City of Chubbuck; Pocatello = City of Pocatello PRT = Pocatello Regional Transit; ITD = Idaho Transpor

Bannock Transportation Planning Organization
 FY 2021 – 2027 Transportation Improvement Program

Table 4 – FY 2020 – 2027 Planning Projects

Project Key Number	Project Name Sponsoring Agency	Proposed Funding Category	Phase	Estimated Total Project Cost	Prior Programs	Transportation Improvement Program				Planning Years		
						2021	2022	2023	2024	2025	2026	2027/PD
19952	FY 2021 BTPO Metro Planning	CPG	Development	\$ 167		\$ 167						
	BTPO			Federal Funds		\$ 154	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Non-Federal		\$ 12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Highway Administration Planning funds for metropolitan planning activities within the Pocatello Urbanized Area.												
20432	FY 2022 BTPO Metro Planning	CPG	Development	\$ 167			\$ 167					
	BTPO			Federal Funds		\$ -	\$ 154	\$ -	\$ -	\$ -	\$ -	\$ -
				Non-Federal		\$ -	\$ 12	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Highway Administration Planning funds for metropolitan planning activities within the Pocatello Urbanized Area.												
22109	FY 2023 BTPO Metro Planning	CPG	Development	\$ 167				\$ 167				
	BTPO			Federal Funds		\$ -	\$ -	\$ 154	\$ -	\$ -	\$ -	\$ -
				Non-Federal		\$ -	\$ -	\$ 12	\$ -	\$ -	\$ -	\$ -
Federal Highway Administration Planning funds for metropolitan planning activities within the Pocatello Urbanized Area.												
22495	FY 2024 BTPO Metro Planning	CPG	Development	\$ 167					\$ 167			
	BTPO			Federal Funds		\$ -	\$ -	\$ -	\$ 154	\$ -	\$ -	\$ -
				Non-Federal		\$ -	\$ -	\$ -	\$ 12	\$ -	\$ -	\$ -
Federal Highway Administration Planning funds for metropolitan planning activities within the Pocatello Urbanized Area.												
	FY 2025 BTPO Metro Planning	CPG	Development	\$ 167						\$ 167		
	BTPO			Federal Funds		\$ -	\$ -	\$ -	\$ -	\$ 154	\$ -	\$ -
				Non-Federal		\$ -	\$ -	\$ -	\$ -	\$ 12	\$ -	\$ -
Federal Highway Administration Planning funds for metropolitan planning activities within the Pocatello Urbanized Area.												
	FY 2026 BTPO Metro Planning	CPG	Development	\$ 167							\$ 167	
	BTPO			Federal Funds		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 154	\$ -
				Non-Federal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12	\$ -
Federal Highway Administration Planning funds for metropolitan planning activities within the Pocatello Urbanized Area.												
13804	Pocatello UZA Metro Planning	CPG	Development	\$ 168		\$ 42	\$ 42	\$ 42	\$ 42			
	BTPO			Federal Funds		\$ 39	\$ 39	\$ 39	\$ 39	\$ -	\$ -	\$ -
				Non-Federal		\$ 3	\$ 3	\$ 3	\$ 3	\$ -	\$ -	\$ -
Federal Transit Administration Planning funds for metropolitan planning activities within the Pocatello Urbanized Area.												

Financial Plan

The TIP is a financially driven programming and planning document. Projects included in the TIP have identified federal funding sources and funding sources for all local match requirements. Funding years covered under this TIP are 2021 – 2026.

Local Projects: For all local highway projects (not sponsored by ITD), the federal aid portion is funded through a committee established by Idaho Transportation Board Policy. This policy allows urban areas to work together to prioritize the estimated ten million dollars urban program. There are no formal sub-allocations of these funds. The committee works to provide a reasonable amount based on a percentage of urban populations. The guarantee is that once a project is recommended for funding and placed in the TIP, including the two planning years, that project will receive funding in subsequent years. Historically, this has been the case. In FY 2021 through 2027, the annual allocation is anticipated to be \$8,182,000.

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

Statewide and ITD Sponsored Projects: A cooperative process is used to select projects from statewide and ITD sponsored programs. For ITD projects, the local ITD district and BTPO staff meet on regional priorities and work to advance projects which meeting MTP goals and assist the achieving performance targets. The Idaho Transportation Board establishes the projects for a selection of Statewide competitive projects.

Transit Funding: Federal funding available for transit services within the urbanized area runs an average of \$1,306,000 per year. Table 4 shows the FTA Section 5307 Urbanized Area Formula funds an annual allocation of \$1,096,000. Pocatello Regional Transit receives FTA Section 5307 Funds directly from the Federal Transit Administration. The State of Idaho receives Small Urban allocations for Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities and Section Bus and Bus Facilities 5339. The State can use this appropriation in any of the six urban areas with a population from 50,000 to 200,000. ITD has agreed to provide a base amount to each area based on population (Table 5). The BTPO area receives about \$202,000 annually. Still, 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.

The required local match from all sources varies from years to years, but on average, the amount is around \$600,000 annually. The City of Pocatello's match is around \$385,000 annually. The City of Chubbuck and Idaho State University contribute to the match based on the service provided. In the last twenty-plus years of operation, Pocatello Regional Transit has managed to maintain and expand the fixed route service and provide complementary Paratransit service in the urbanized area. This track record and commitment for local participants are reasonable evidence that funds are available to carry out transit operations during the next four years.

Table 5: FTA Section 5307 Annual Allocation

FTA Section 5307	2021	2022	2023	2024
Allocation	\$1,176,349	\$1,176,349	\$1,176,349	\$1,176,349
Programed	\$1,089,000	\$1,096,000	\$1,096,000	\$1,096,000
Available	\$87,349	\$80,349	\$80,349	\$80,349

Table 6: FTA Small Urban Apportionment

Urban Area	2017 5310 Small Urban Apportionment		\$718,382
	Small Urban Admin	10%	\$71,838.20
	Balance to Fund Small Urban Projects		\$646,544
KMPO	Coeur d' Alene	22%	\$141,365
BMPO	Idaho Falls	20%	\$128,545
LCVMPO	Lewiston	7%	\$44,594
COMPASS	Nampa	35%	\$226,635
BTPO	Pocatello	16%	\$105,404
	<i>Subtotal</i>	<i>100%</i>	<i>\$646,544</i>
Urban Area	2017 5339 Small Urban Apportionment		\$662,637
	Small Urban Admin	10%	\$66,263.70
	Balance to Fund Small Urban Projects		\$596,373
KMPO	Coeur d' Alene	22%	\$130,395
BMPO	Idaho Falls	20%	\$118,570
LCVMPO	Lewiston	7%	\$41,134
COMPASS	Nampa	35%	\$209,049
BTPO	Pocatello	16%	\$97,225
	<i>Subtotal</i>	<i>100%</i>	<i>\$596,373</i>

Air Quality Conformity

The Portneuf Valley Nonattainment Area (PVNAA) was shown to have met the PM₁₀ Nation Ambient Air Quality Standards (NAAQS) with approval of the State Implementation Plan (SIP) and Maintenance Plan by the Environmental Protection Agency (EPA) on August 14, 2006 (Federal Register / Vol. 71, No. 134 / Thursday, July 13, 2006). Attainment of the maintenance plan still requires the PVNAA to demonstrate that transportation activities will not cause an additional exceedance of the PM₁₀ NAAQS.

BTPO is the MPO for the PVNAA. The MPO is required to conduct a conformity determination on the LRTP and the TIP.

Transportation Conformity is the process of evaluating planned transportation activities emissions against the Motor Vehicle Emissions Budget (MVEB) established by the SIP. The EPA approved the SIP for the Portneuf Valley Non-Attainment Area on August 14, 2006. Due to changes in requirements for air quality modeling, an amendment to that SIP and MVEB was submitted in April 2014 and was approved by the EPA with an effective date of September 15, 2014 (Federal

Register / Vol. 79, No. 137 / Thursday, July 17, 2014). Code of Federal Regulations Title 40 part 93 provides the requirements and specifications for determining transportation conformity.

The procedure to determine if a transportation plan or TIP conforms to the SIP is the budget test. The budget test compares emissions from a specific action, such as the update of the transportation plan or TIP to the emissions limitations established in the MVEB.

The latest emissions model, planning assumptions, consultation, and emissions budgets are the four basic criteria for a conformity determination on the TIP. Each area contains inputs and assumptions used to provides information on the calculation of transportation emissions.

The horizon or analysis years for the TIP are:

- Horizon Year 2025 – Last year of the MVEB and within ten years of validation of the Travel Demand Model.
- Horizon Year 2035 – Horizon years must be within 10-years of the initial horizon year.
- Horizon Year 2040 – The last year of the MTP.

As demonstrated in Table 6, for each horizon year, the emissions are less than allowed in the Motor Vehicle Emission Budget (Budget).

Table 7 Conformity Determination Summary (2019 conformity)

Horizon Year	Pollutant Name/Activity	Emissions (Tons per year)	Budget (Tons per year)
2020	Volatile Organic Compounds	349	651
	Oxides of Nitrogen (NOx)	515	856
	Primary OnRoad and RoadDust PM10 - Total	351	498
2030	Volatile Organic Compounds	202	651
	Oxides of Nitrogen (NOx)	215	856
	Primary OnRoad and RoadDust PM10 - Total	372	498
2040	Volatile Organic Compounds	140	651
	Oxides of Nitrogen (NOx)	132	856
	Primary OnRoad and RoadDust PM10 - Total	396	498

Appendix A Public Involvement Process

Following the Public Involvement Plan,¹ Public involvement for the FY 2021 – 2027 Transportation Improvement Program will occur in July 2020.

¹ http://bannockplanning.org/wp-content/uploads/BTPO_MPO_-Public-Involvement-Plan_Draft_Rev-1.pdf

Appendix B Self-Certification

Appendix C Resolution Approving FY 2021 – 2027 Transportation Improvement Program

Agenda Item #3 - Potential Project Delays Due to Coronavirus (COVID-19)

Meeting Date: May 4, 2020

Summary of Item:

The Coronavirus is delaying several projects in this year's UPWP. The Traffic Impact Study Guideline Update and the traffic count program are the most affected. Staff will update the committee on the work program status. Other work tasks are moving forward. I am planning to wait until traffic patterns have somewhat returned to normal before proceeding with traffic counts.

At this point, I think I will be able to complete the work tasks if the Governor and President lift the stay at home order by May.

Work task summary

Transportation Improvement Program – The draft TIP is ready for review.

Travel Demand Model – Most of the planned activities for this task occur in May and June. The 2019 VMT model is complete.

Air Quality Modeling - The modeling for the conformity determination will occur in early May.

Metropolitan Transportation Plan – Completed

Functional Classification Map – Draft plan completed but the project is moved to 2022 to coordinate with the Idaho Transportation Department

Traffic Impact Study Guidelines – The draft TIS is almost complete. The Synchro model review and model update work order was submitted to Six Mile Engineering. The pilot studies are delayed due to traffic counts.

Mobility Management - The majority of the work is completed. There were two planned meetings over the summer, but I do not know if they will proceed.

Traffic Operations - Six Mile Engineering was selected for the on-call contract. They have completed the PM peak hour coordination plan for the Garrett and Gould corridor. We will implement the coordination plan once traffic conditions return to normal.

Action Required:

FYI

Agenda Item #4 – FHWA and ITD Self-Certification Review

Meeting Date: May 4, 2020

Summary of Item:

The Federal Planning Regulations require that the State and its metropolitan planning organizations (MPOs) certify at least every 4 years that the Federal metropolitan transportation planning and programming process is being carried out in accordance with all applicable requirements per 23 CFR 450.336(a)

FHWA sent each of the four non-TMA (i.e., less than 200k population) MPOs a questionnaire. The questionnaire asks the MPO to provide descriptions and explanations of the planning and programming processes. This information will be reviewed and evaluated by FHWA and ITD to verify the accuracy of each MPO's certification and to provide guidance to the MPOs in identifying deficiencies and needs for their programs, particularly with respect to the Federal planning requirements of 23 CFR 450 Subpart C, Metropolitan Transportation Planning and Programming.

FHWA/ITD will produce a final report for each MPO, which documents the questions and the MPO's corresponding responses, the noteworthy findings from the assessment of the MPO's input, and a summary of findings and recommendations for each MPO.

Questionnaire Subject Area

- Study Area Designation and Organizational Structure
- Metropolitan Planning Boundaries
- Agreements and Contracts
- Unified Planning Work Program
- Transportation Planning Process
- Metropolitan Transportation Plan (MTP)
- Transportation Improvement Program (TIP)
- Financial Planning and Fiscal Constraint
- Self-Certification
- Public Outreach
- Title VI and Related Requirements
- Transportation Performance Management (TPM)
- List of Obligated Projects
- Transportation Safety Planning
- Integrating Freight in the Planning Process
- Travel Demand Modeling

I anticipate that some followup work will be required to address the recommendation included in the report. I am adding a work task to the 2021 Unified Planning and Work Program to address the recommendations.

Action Required: FYI

Agenda Item #5 – Second Quarter Activity and Expenditure Report

Meeting Date: May 4, 2020

Summary of Item:

Attached is the second quarter progress report. The report outlines the activities for the quarter and expenditure for the year. The table provides a snapshot of the financial for each work task. The decision to delay the functional classification map and potential savings from Traffic Impact Guidelines update may require an amendment to the UPWP.

FY 2020 Budget by Task - 2nd QUARTER	Code	Budget				Expenditure this Quarter		Expenditure this Year		Funds Remaining			
		Labor Work Days	Labor Cost	Other Direct Cost	Total Cost	Labor Work Days	Total Cost	Labor Work Days	Total Cost	Labor Work Days	Total Cost	Remaining %	% Used
TASK Federal Program													
Task 1 Administration	91 - 710	81	\$ 35,380.00	\$ 60,719.00	\$ 96,099.00	25	\$ 22,262.86	38	\$ 34,621.22	43	\$ 61,477.78	64.0%	36.0%
Task 2 Public Participation	91 - 747	15	\$ 6,532.00	\$ 6,886.00	\$ 13,418.00	2	\$ 1,576.03	4	\$ 2,617.05	11	\$ 10,800.95	80.5%	19.5%
Task 3 Transportation Improvement Program	91 - 712	13	\$ 5,443.00	\$ 1,325.00	\$ 6,768.00	3	\$ 1,109.33	6	\$ 2,701.20	7	\$ 4,066.80	60.1%	39.9%
Task 5.1 Travel Demand Model Management	91 - 720	20	\$ 8,709.00	\$ 7,950.00	\$ 16,659.00	3	\$ 3,390.93	8	\$ 10,444.37	12	\$ 6,214.63	37.3%	62.7%
Task 5.2 Air Quality Modeling	91 - 723	5	\$ 2,177.00	\$ 50.00	\$ 2,227.00	0	\$ -	0	\$ -	5	\$ 2,227.00	100.0%	0.0%
Task 6.1 Metropolitan Transportation Plan	91 - 739	5	\$ 2,177.00	\$ 100.00	\$ 2,277.00	0	\$ 227.28	4	\$ 1,875.07	1	\$ 401.93	17.7%	82.3%
Task 6.2 Functional Classification Map	91 - 731	15	\$ 6,532.00	\$ 3,300.00	\$ 9,832.00	3	\$ 982.85	9	\$ 3,506.29	7	\$ 6,325.71	64.3%	35.7%
Task 6.3 Traffic Impact Guidelines Update	91 - 734	56	\$ 24,494.00	\$ 18,100.00	\$ 42,594.00	18	\$ 7,430.23	33	\$ 14,168.99	23	\$ 28,425.01	66.7%	33.3%
Task 7.2 Transit Route Stop Analysis	91 - 730	33	\$ 23,245.00	\$ 4,100.00	\$ 27,345.00	7	\$ 2,689.43	9	\$ 3,604.03	24	\$ 23,740.97	86.8%	13.2%
Total		243	\$ 114,689.00	\$ 102,530.00	\$ 217,219.00	60	\$ 39,668.94	110	\$ 73,538.22	133	\$ 143,680.78	66.1%	33.9%
TASK Local Program													
Task 10 LOCAL FUNDS	75 - 724			\$ 5,251.00	\$ 5,251.00		\$ 1,243.80		\$ 2,743.96	0	\$ 2,507.04	47.7%	52.3%
Task 9 LOCAL - BIKE TO WORK	86 - 740	3	\$ 1,089.00	\$ 3,000.00	\$ 4,089.00		\$ 0.00		\$ 44.52	3	\$ 4,044.48	98.9%	1.1%
Task 4.1 LOCAL - TRAFFIC COUNTS	86 - 758	5	\$ 2,177.00	\$ 19,902.00	\$ 22,079.00		\$ 1,530.01		\$ 17,103.29	5	\$ 4,975.71	22.5%	77.5%
Task 8 TRAFFIC SIGNAL	86 - 745	5	\$ 2,177.00		\$ 2,177.00		\$ 0.00		\$ 181.65	5	\$ 1,995.35	91.7%	8.3%
Task 8 TRAFFIC SIGNAL	51 - 745			\$ 200,365.00	\$ 200,365.00		\$ 33,988.58		\$ 60,986.46	0	\$ 139,378.54	69.6%	30.4%
Task 7.1 MOBILITY MANAGEMENT	86 - 741		\$ 2,177.00	\$ 2,550.00	\$ 4,727.00		\$ 408.93		\$ 590.58	0	\$ 4,136.42	87.5%	12.5%
Total			\$ 7,620.00	\$ 231,068.00	\$ 238,688.00	\$ -	\$ 37,171.32	\$ -	\$ 155,188.68				

Action Required: FYI

BTPO FY 2020 Annual Work Program Second Quarter Progress Report

2020 Work Tasks		Project/Task Update	Amount Budgeted	Amount Expended
Task 1.0 Administration Coordination				
	The administration task provides for the administrative needs, including financial reporting, budgeting, federal report requirements, and other activities related to the operation of the organization. The administration task also provides staff support to BTPO's standing committees and to other agencies in which BTPO is a member. The coordination component allows staff to provide local and state coordination between agencies.	In the quarter, there were five committee meetings. The fiscal year 2021 local match requirement and draft budget were developed. The Policy Board and TAC approved a draft task list for the fiscal year 2021 Unified Planning and Work Program.	\$96,099	\$34,621
Task 2.0 Public Participation and Outreach				
	The public participation task provides clear and concise information to the public. FHWA awarded BTPO a technical assistance grant to improve public outreach. Assist provided by the grant will assist BTPO in developing a Virtual Public Involvement Strategy.	Update the website with new information and meeting information.	\$13,416	\$2,617
Task 3.0 Transportation Improvement Program				
	Maintain a program of federal and state-funded capital projects for six years. The TIP process is a cooperative effort between ITD, Local Highway Technical Assistance Council (LHTAC), PRT, and member agencies. The TIP is a list of all federally funded projects within the region and a subset of the State Transportation Investment Program (STIP). The TIP also coordinates public outreach required for the Federal Transit Administration's Program of Projects.	Applications for the FTA 5310, FTA 5339, and the Surface Transportation Block Grant program were received, and the recommended funding listed was approved. Attended an Urban balancing meeting and conference calls on the program update. Processed and approved amendments 2, 3, and 4 of the FY 2020 Transportation Improvement Program.	\$6,768	\$2,701
Task 4.0 Transportation System Usage Database Management				
	To identify and provide transportation data sets that are needed to conduct transportation system plans, monitor system performance, and to provide a	Monitored the existing ATR locations and purchased one additional radar counter. Conducted several turning counts and 48-hour counts.	\$22,079	\$17,103

BTPO FY 2020 Annual Work Program Second Quarter Progress Report

2020 Work Tasks		Project/Task Update	Amount Budgeted	Amount Expended
	snapshot of the performance of the transportation system.			
Task 5.0 Modeling and Travel Forecasts				
	Task 5 has two subtasks related to the modeling of transportation activity and air quality.			
Task 5.1 Travel Demand Model Management				
	To prepare and maintain the regional transit demand model and other travel prediction models in support of tasks and activities. The tasks provide and ensure that the regional Travel Demand Model and Synchro models are up to date and validated.	The quarterly activities were related to updating the travel demand model with new local road information and quality check review. Updated the base model for the FY 2021 air quality conformity runs.	\$16,659	\$10,444
Task 5.2 Air Quality Modeling				
	Prepare and maintain and update the Motor Vehicle Emissions Simulator (MOVES) model for the Portneuf Valley Non-Attainment Area. Work with the Interagency Consolation Committee on the horizon year after 2020	No activity this quarter	\$2,227	\$0
Task 6.0 Planning				
Task 6.1 2040 Metropolitan Transportation Plan				
	The approval of the Metropolitan Transportation Plan update will occur on November 2019, due to delays in Air Quality Conformity. The task is to complete the MTP and activities related to the approval of the plan.	The activity in the quarter involved the distribution of the MTP and answering questions for agencies on the MTP.	\$2,277	\$1,875
Task 6.2 2040 Functional Classification Map				
	The project will update the functional classification map to include Northgate as an arterial. BTPO will work with ITD to develop an update to the federally approved functional classification map.	The staff completed the draft functional classification update report. The remained of the task was delayed until 2023 to coordinate with the statewide update.	\$9,832	\$3,506
Task 6.3 Traffic Impact Guidelines Update				
	The last guidelines were approved in 2006. Since the	Conducted traffic counts to complete the five pilot studies. A draft analysis of	\$42,594	\$14,169

BTPO FY 2020 Annual Work Program Second Quarter Progress Report

2020 Work Tasks		Project/Task Update	Amount Budgeted	Amount Expended
	local cities have used the guidelines in their review developments. There are several areas of the guidelines that need to be updated or modified to meet the needs of the City of Pocatello and the City of Chubbuck.	the smaller developments was completed. Due to the coronavirus and the decrease in traffic, the remainder of the studies were put on hold.		
Task 7.0 Non-Motorized Planning				
Task 7.1 Mobility Management				
	Mobility Manager and BTPO staff will work with the committee to develop implementation strategies for the update of the Human Service Public Transportation Plan.	Presented information on the quarterly meeting to the human service committee.	\$2,177	\$591
Task 7.2 Transit Route Analysis				
	Every four years, BTPO updates the accessibility of the transit stops. This update will begin from the start. The project will develop a new inventory form that combines the PRT and BTPO forms into one document. The project will also determine the accessibility of each stop by determining the number of people that are 1/3 mile from the stop. The accessibility measure will only use assessable routes. The data collection efforts are expected to take a significant amount of time. Phase 1 would complete all data collection efforts, but the document development and approval will occur in FY 2021.	The quarter's activities included updating the GIS geodatabase to include the inventory features. A walking analysis using spatial analysis to determine the most walkable areas around transit stops was completed.	\$28,252	\$3,604
Task 8.0 Traffic Operations				
	Coordinate operations and planning of the Pocatello/Chubbuck Coordinated Traffic Control Centers. BTPO serves as the coordination and oversight element of the control center.	Worked with the signal coordination group on maintenance and capital improvement activities.	\$200,456	\$60,986
Task 9.0 Bicycle and Pedestrian Outreach				

BTPO FY 2020 Annual Work Program Second Quarter Progress Report

2020 Work Tasks	Project/Task Update	Amount Budgeted	Amount Expended
	Bike to Work is an outreach and education campaign conducted by BTPO.	\$4,089	\$44.52
Task 10 BTPO Local Operations			
	To provide local dollars for expenditures that do not qualify for reimbursement under the federal guidelines. Program dollars for professional services for BTPO Policy Board-related events, meeting expenses, memberships, training, and equipment/software needs.	\$5,951	\$1,500
Total		\$457,606	\$155,188