

# Transportation Improvement Program

## FY 2024-2030



**BMPO**

545 Shoup Ave, Suite 257

Idaho Falls, ID 83402



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



Fiscal Year 2024  
Transportation Improvement Program  
Approved and Adopted October 18, 2023

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

Darrell M. West  
Director

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

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# Resolution

## FISCAL YEAR 2024-2028 TRANSPORTATION IMPROVEMENT PROGRAM

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

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

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

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

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

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

THUS, BE IT KNOWN that the BMPO Policy Board hereby endorses the Fiscal Year 2024-2028 Transportation Improvement Program as presented to us in the September 21, 2022 meeting and said transportation program is in conformance with the State Transportation Improvement Program.

ADOPTED the 18<sup>th</sup> day of October 2023.

SIGNED:

SIGNED:

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Lisa Burtenshaw  
BMPO Policy Board Chair

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Darrell M. West  
Director

# Introduction

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

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

The TIP is presented in four sections.

## I. Funding

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

## II. Programming Process

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

## III. TIP Amendment and Administrative Modification Process

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

## IV. Bonneville Metropolitan Area TIP

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

V. 2023 TIP Performance Measures

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

VI. Financial Plan

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

VII. Annual Listing



## **I. Funding**

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

### **Federal Sources**

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

#### FHWA

##### National Highway Performance Program (NHPP)

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

##### Surface Transportation Block Grant (STBG)

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

##### Highway Safety Improvement Program (HSIP)

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

## Congestion Mitigation and Air Quality Improvement Program (CMAQ)

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

## Transportation Alternatives Program (TAP)

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

## FTA

### FTA 5303

Funds are available for transit planning activities within a metropolitan area.

### FTA 5307

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

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

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

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

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

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

### FTA 5310

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

FTA 5339

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

### Other Federal

#### Community Development Block Grants

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

#### Economic Development Grants

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

### **State Sources**

State Funded Program (ST/ST2/STB) - 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. The amount of state highway funding can be impacted by legislation passed in any given year.

### **Local Sources**

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

### **Private Sources**

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

## **II. Programming Process**

### **Identification, evaluation and selection of projects**

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

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

### **Review and approval**

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

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

All projects reflected in the TIP have the opportunity to be reviewed by citizens of the communities through various public participation efforts in coordination with ITD.

### **Fund authorization and obligation**

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

When a highway project reaches the construction stage, the sponsor may request authorization to advertise for bids and obligate funds from FHWA. The priorities set in developing the program determine which will be able to receive funding. These priorities can be amended at any time by policy action of the BMPO.

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

### **III. TIP Amendment and Administrative Modification Process**

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

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

#### **Amendments are required when:**

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

## **Amendment Process**

- Post and advertise amendment for 15 days prior to review by TAC (see Public Involvement Plan).
- TAC reviews and makes a recommendation of approval or disapproval to the Policy Board for consideration.
- Policy Board reviews and approves or disapproves the amendment.
- Notify ITD of action taken by Policy Board.
- If approved the amendment is posted on the BMPO's website.

## **Administrative Modifications are performed when:**

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

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

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

These include corrections to:

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

## **Administrative Modification Process**

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

## IV. Bonneville Metropolitan Area Transportation Improvement Program

### Funding Programs and Projects

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

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

Figures 1 and 2, located on pages 29 and 30 identify the general location of specific infrastructure investments within the BMPA. Note: Infrastructure projects that do not have a defined location e.g., area-wide or district-wide are not shown.

### Primary TIP Project Acronyms

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

### Legend

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

**BMPA FY 2024 TIP**

	Project Sponsor	Phase	Prior Year Program	2024	2025	2026	2027	2028	2029	2030	PD	Federal Aid	Sponsor Match	Total
	City of Ammon	CE/CN	0	5062	0	293	714	0	0	0	0	5624	445	6069
		PE/PC	93	1320	0	0	0	0	0	0	0	1309	104	1413
		RW	0	0	0	0	0	0	0	0	0	0	0	0
	<b>TOTAL</b>		<b>93</b>	<b>6382</b>	<b>0</b>	<b>293</b>	<b>714</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6933</b>	<b>549</b>	<b>7482</b>
	Bonneville County	CE/CN	0	0	6028	2244	0	200	0	0	974	8767	679	9446
		PE/PC	2092	0	0	0	0	0	0	0	120	2050	162	2212
		RW	0	490	0	0	0	0	0	0	200	639	51	690
	<b>TOTAL</b>		<b>2092</b>	<b>490</b>	<b>6028</b>	<b>2244</b>	<b>0</b>	<b>200</b>	<b>0</b>	<b>0</b>	<b>1294</b>	<b>11456</b>	<b>892</b>	<b>12348</b>
	City of Idaho Falls	CE/CN	0	1256	2373	1124	1174	4880	0	0	5730	15323	1214	16537
		PE/PC	979	387	1039	0	0	0	0	0	300	2507	198	2705
		RW	22	11	0	50	0	40	0	0	20	133	10	143
	<b>TOTAL</b>		<b>1001</b>	<b>1654</b>	<b>3412</b>	<b>1174</b>	<b>1174</b>	<b>4920</b>	<b>0</b>	<b>0</b>	<b>6050</b>	<b>17962</b>	<b>1423</b>	<b>19385</b>
	Idaho Transportation Department (ITD)	CE/CN	0	19287	13303	4386	2285	26906	0	20500	0	80200	6467	86667
		PE/PC	12648	10450	14000	0	0	0	0	0	0	34346	2752	37098
		RW	8030	0	0	1000	0	0	0	0	0	8367	663	9030
	<b>TOTAL</b>		<b>20678</b>	<b>29737</b>	<b>27303</b>	<b>5386</b>	<b>2285</b>	<b>26906</b>	<b>0</b>	<b>20500</b>	<b>0</b>	<b>122913</b>	<b>9882</b>	<b>132795</b>
	Other Planning Entities		0	396	401	307	307	263	263	0	0	1793	144	1937
	ITD (Public Transportation Projects)		0	4980	5030	5081	2632	2685	2739	0	0	20018	3129	23147

Note: PD Unfunded not shown in this summary



**BMPA FY 2024 by Numerical Key Number**

Key Number	Project Description / Funding Category / Project Sponsor	Phase	Prior Year Program	2024	2025	2026	2027	2028	2029	2030	PD	PD Unfunded	Federal Aid	Sponsor Match	Total	2024-PD Current Year \$
20243	45th East - Sand Creek Bridge Replacement / Bridge Off-System / Bonneville County	CE/CN			2900								2687	213	2900	
		PE/PC	580										537	43	580	
		RW		20									19	1	20	
20438	45th East - Willow Creek Bridge Replacement / Bridge Local / Bonneville County	CE/CN			2200								2039	161	2200	
		PE/PC	548										508	40	548	
		RW		20									19	1	20	
20461	5th and Holmes Traffic Signal / STBG-Urban / Idaho Falls	CE/CN		684									634	50	684	
		PE/PC	99										92	7	99	
		RW	22										20	2	22	
20535	1st Street, Ammon Road to 45th East - Widening / STBG-Urban / Bonneville County	CE/CN				2244							2079	165	2244	
		PE/PC	675										625	50	675	
		RW		150									139	11	150	
20539	US-26, Alternative Intersection Improvements, Idaho Falls / HSIP / ITD	CE/CN				4386							4064	322	4386	
		PE/PC	500										463	37	500	
		RW	30										28	2	30	
21923	US26, JCT Hitt Road (25th E), Bonneville Co. Intersection Improvement / HSIP and National Highway System / ITD	CE/CN			11584								10734	850	11584	
		PE/PC	1600										1483	117	1600	
		RW	8000										7413	587	8000	
22008	Science Center, N. Blvd to Holmes Overlay and Signal Upgrade / STBG-Urban / City of Idaho Falls	CE/CN			2373								2199	174	2373	
		PE/PC	380										352	28	380	
		RW		11									10	1	11	

Key Number	Project Description / Funding Category / Project Sponsor	Phase	Prior Year Program	2024	2025	2026	2027	2028	2029	2030	PD	PD Unfunded	Federal Aid	Sponsor Match	Total	2024-PD Current Year \$	
22222	US20, JCT I-15 Connector (New Route) / Interstate Maintenance / ITD	CE/CN											0	0	0		
		PE/PC	6510	8000	12000								24564	1946	26510		
		RW												0	0	0	
22496	Metropolitan Area Transportation Planning / PL / BMPO			252									234	18	252		
22679	I-15, Bingham County Line to MP 119, Bonneville County, Pavement Preservation / Interstate Maintenance / ITD	CE/CN		7625									7036	589	7625		
		PE/PC	40											37	3	40	
		RW												0	0	0	
22689	US20/26 Connector, Idaho Falls / National Highway System / ITD	CE/CN								20500			18915	1585	20500		
		PE/PC	3820	1700	2000									6939	581	7520	
		RW												0	0	0	
22760	I-15, MP 119 to Roberts, Pavement Preservation / Interstate Maintenance / ITD	CE/CN		11512									10622	890	11512		
		PE/PC	1											1	0	1	
		RW												0	0	0	
23000	Metropolitan Area Transportation Planning / PL / BMPO				257								238	19	257		
23023	Elm Street Reconstruction; Yellow stone to S. Blvd / STBG-Urban / City of Idaho Falls	CE/CN				1124							1041	83	1124		
		PE/PC		162										150	12	162	
		RW												0	0	0	

Key Number	Project Description / Funding Category / Project Sponsor	Phase	Prior Year Program	2024	2025	2026	2027	2028	2029	2030	PD	PD Unfunded	Federal Aid	Sponsor Match	Total	2024-PD Current Year \$
23246	US-20, Lew isville IC to Rigby IC, Auxiliary Lanes / National Highway System / ITD	CE/CN						26906					24931	1975	26906	
		PE/PC		750									695	55	750	
		RW			1000								927	73	1000	
23247	I-15B, City of Idaho Falls Lighting Upgrade / National Highway System / ITD	CE/CN					2285						2117	168	2285	
		PE/PC	30										28	2	30	
		RW											0	0	0	
23302	Woodruff Avenue, US-26 to Lincoln Expansion / STBG-Urban / City of Idaho Falls	CE/CN						3251					3012	239	3251	
		PE/PC		225									208	17	225	
		RW											0	0	0	
23303	17th Street, Hitt to Avocet Pavement Rehabilitation / STBG-Urban / City of Ammon	CE/CN					611						566	45	611	
		PE/PC	75										69	6	75	
		RW											0	0	0	
23304	17th/Curlew Intersection Improvements / STBG-Urban / City of Ammon	CE/CN					103						95	8	103	
		PE/PC	18										17	1	18	
		RW											0	0	0	
23373	SH-43, UPRR RRX, Ucon / Federal RRX / Bonneville County	CE/CN						100					100	0	100	
		PE/PC											0	0	0	
		RW											0	0	0	
23384	25th East, EIRR RRX / Federal RRX / Bonneville County	CE/CN						100					100	0	100	
		PE/PC											0	0	0	
		RW											0	0	0	

Key Number	Project Description / Funding Category / Project Sponsor	Phase	Prior Year Program	2024	2025	2026	2027	2028	2029	2030	PD	PD Unfunded	Federal Aid	Sponsor Match	Total	2024-PD Current Year \$
23391	US-20B, EIRR RRX / Federal RRX / ITD	CE/CN		150									150	0	150	
		PE/PC	7										7	0	7	
		RW											0	0	0	
23395	Metropolitan Area Transportation Planning / PL / BMPO				263								243	20	263	
23578	US20B, Idaho Falls Signal Upgrades / National Highway System / ITD	CE/CN			1208								1119	89	1208	
		PE/PC	110										102	8	110	
		RW											0	0	0	
23586	FY 25 US-26, SB RR Underpass Pavement / State Funded / ITD	CE/CN			511								511	0	511	
		PE/PC	30										28	2	30	
		RW											0	0	0	
23696	Meppen Canal Trail, Idaho Canal to 25th East / Transportation Alternatives Program / City of Idaho Falls	CE/CN		572									530	42	572	
		PE/PC	500										463	37	500	
		RW											0	0	0	
23702	Woodruff Ave, Meppen Canal to Lincoln Pavement Overlay / STBG-Urban / City of Idaho Falls	CE/CN						1256					1164	92	1256	
		PE/PC			97								90	7	97	
		RW											0	0	0	
23703	Citywide Radar Signs / STBG-Urban / City of Idaho Falls	CE/CN						373					346	27	373	
		PE/PC			16								15	1	16	
		RW											0	0	0	
23778	Metropolitan Area Transportation Planning / PL / BMPO					263							243	20	263	

Key Number	Project Description / Funding Category / Project Sponsor	Phase	Prior Year Program	2024	2025	2026	2027	2028	2029	2030	PD	PD Unfunded	Federal Aid	Sponsor Match	Total	2024-PD Current Year \$
23779	Metropolitan Area Transportation Planning / PL / BMPO							263					243	20	263	
23780	Metropolitan Area Transportation Planning / PL / BMPO								263				243	20	263	
22041	SR2S D91/93 Coordination / Transportation Alternatives Program / School Districts 91/93			100	100								185	15	200	
23889	5th E (Holmes Ave) and 49th South Signal / LHSIP / Bonneville County	CE/CN			928								860	68	928	
		PE/PC	289										268	21	289	
		RW		300									278	22	300	
23914	49th Street Community Trail / Transportation Alternatives Program / City of Ammon	CE/CN				293							271	22	293	
		PE/PC		55									51	4	55	
		RW											0	0	0	
24241	Holmes, Sunnyside to Taylorview Roadway Improvements / STBG-U / Idaho Falls	CE/CN									3380		3132	248	3380	
		PE/PC									300		278	22	300	
		RW									20		19	1	20	
24242	Ammon/1st Street Intersection Improvements / STBG-U / Bonneville County	CE/CN									974		903	71	974	
		PE/PC									120		111	9	120	
		RW									200		185	15	200	
24250	1st Street, 25th East to Ammon Road Reconstruction and Expansion / H-THUD Idaho / City of Ammon	CE/CN		5033									4664	369	5033	
		PE/PC		1258									1166	92	1258	
		RW											0	0	0	

Key Number	Project Description / Funding Category / Project Sponsor	Phase	Prior Year Program	2024	2025	2026	2027	2028	2029	2030	PD	PD Unfunded	Federal Aid	Sponsor Match	Total	2024-PD Current Year \$
24268	65th N (Tower Rd) Bridge Replacement / Bridge Local / Idaho Falls	CE/CN									2350		2178	172	2350	
		PE/PC			650								602	48	650	
		RW						40					37	3	40	
24284	Retroflective Signal Backplate / HSIP / City of Ammon	CE/CN		29									27	2	29	
		PE/PC		7									6	1	7	
		RW											0	0	0	
24285	15th E and 49th S Intersection Safety Improvements / HSIP / Idaho Falls	CE/CN					1174						1088	86	1174	
		PE/PC			276								256	20	276	
		RW				50							46	4	50	
14306	Metropolitan Area Transportation Planning / FTA 5303 / BMPO			44	44	44	44						164	12	176	
19753	Capital Service Contract / 5307 / ITD			2480	2530	2581	2632	2685	2739				12518	3129	15647	
23427	Operations / CARES 5307 / ITD			2500	2500	2500							7500	0	7500	

## V. 2023 TIP Performance Measures

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

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

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

### Performance Measure Targets

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

### Project Application Process

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

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

a commitment to improve the transportation system.

## **Safety Targets**

The goal is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The following table outlines safety targets established by ITD to improve upon the five-year statewide average 2023. BMPO has agreed to support the statewide five-year rolling average safety targets. Note: Rates are per 100 million VMT. These targets include the following averages and rates:

- Rate of Fatalities – 244
- Fatalities per vehicle miles traveled (VMT) – 1.35
- Serious Injuries per year – 1,279
- Serious Injuries per vehicle miles travelled (VMT) – 7.22
- Non-motorized Fatalities and Serious Injuries – 125

## **Safety Projects**

The projects listed below emphasize safety and are included in the 2024-2030 TIP. Note since the performance measures are based on a five-year rolling average, the impact of programmed projects will not be realized for several years but will help ITD reach future targets.

Even though a detailed analysis has not been completed the projects contain safety elements consistent with Crash Modification Factors (CMF) Clearinghouse and were selected and prioritized for programming based on, in part or in totality because of unsafe circumstances, the number and type of accidents and methods needed to remedy the situation.

- 20461 – 5th and Holmes Traffic Signal; install new traffic signal.
- 20535 – 1st Street, Ammon Rd to 45th East widening; center turn lane on two-lane undivided roadway.
- 20539 – US-26 Alternative Intersection Improvements; evaluate alternative intersection designs to reduce conflicts.
- 21923 – US26, Jct. Hitt Road (25th Intersection Improvement); redesign intersection.
- 22008 – Science Center Signal Upgrades.
- 22222 – US-20, JCT I-15 Connector.
- 22689 – US-20/US-26 Connector; modify and/or relocate interchanges.
- 23023 – Elm Street Reconstruction; Yellowstone to South Blvd; remove rutted pavement and parabolic crown.
- 23247 – I-15B, City of Idaho Falls Lighting Upgrade.
- 23302 – Woodruff Avenue, US-26 to Lincoln roadway expansion, widen to five lanes with center turn lane.
- 23304 – 17<sup>th</sup>/Curlew intersection improvements.
- 23373 – SH-43, Ucon Connector, RRX concrete planking.
- 23384 – 25<sup>th</sup> East, RRX surface.
- 23391 – US-20B, RRX concrete multiple upgrades.



- 23578 – US-20B, Idaho Falls signal upgrades.
- 23703 – Citywide Radar Signs.
- 23889 – 5<sup>th</sup> E and 49<sup>th</sup> S intersection improvements.
- 24241 – Holmes, Sunnyside to Taylorview roadway improvements.
- 24242 – Ammon /1<sup>st</sup> Street intersection improvements.
- 24284 – Retroreflective signal backplate.
- 24285 – 15<sup>th</sup> E and 49<sup>th</sup> S intersection improvements.

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

### **Infrastructure Targets**

The October 2018 ITD Transportation Asset Management Plan sets performance targets for pavement and bridge condition. This includes maintaining a percentage of pavement on National Highway System (NHS) roadways and a percentage of statewide bridges in good condition and a minimum percentage in poor condition.

### **Pavement Condition Projects**

The projects listed below are pavement improvements programmed on both interstate and non-interstate roadways. ITD has set target at 50% to maintain interstate and non-interstate National Highway System (NHS) pavement in good condition. These projects are included in the FY 2024-2030 TIP and assist in achieving a roadway network that has good pavement condition.

- 22679 – I-15, Bingham County Line to MP119; milling and new layers of asphalt.
- 22760 – I-15, MP119 to Roberts; pavement overlay.
- 23586 – US-20B, SB RR Underpass pavement/concrete replacement.

For information purposes the following pavement projects are not on the National Highway System but are programmed in the FY 2024-2030 TIP.

- 23303 – 17<sup>th</sup> Street, Hitt to Avocet; mill and inlay.
- 23702 – Woodruff Ave, Meppen Canal to Lincoln pavement overlay.

### **Bridge Condition Projects**

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

There are currently no bridge projects programmed on the National Highway System. For information purposes the following bridge projects are not on the National Highway System but are programmed in the FY 2024-2030 TIP. The projects address various substandard bridge conditions.

- 20243 – 45th East - Sand Creek Bridge; bridge replacement.
- 20438 – 45th East - Willow Creek Bridge; bridge replacement.
- 24268 – 65<sup>th</sup> N (Tower Rd.) bridge replacement.

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

- NA – Emerson Street - Butte Arm Canal; bridge replacement.
- NA – 49<sup>th</sup> South - Great Western Canal; bridge replacement.
- NA – 129<sup>th</sup> South - Idaho Canal; bridge replacement.
- NA – 33<sup>rd</sup> South - Great Western Canal; bridge replacement.
- NA – 55<sup>th</sup> East - Harrison Canal; bridge replacement.
- NA – 17<sup>th</sup> Street - Sand Creek; bridge replacement.
- NA – Tower Road - Idaho Canal; bridge replacement.

### **Congestion and NHS and Freight (Travel Time Reliability) Projects**

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

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

1. Projects aimed at influencing demand for travel such as travel information and travel behavior. Currently, no projects of this nature are in the area.
2. Projects that improve roadway capacity, either through expansion or improving operational and technical systems. Currently, there are five projects that would increase roadway capacity.
  - 20535 – 1<sup>st</sup> Street, Ammon to 45<sup>th</sup> E; add center turn lane.
  - 22222 – US-20, JCT I-15 Connector; improve regional travel.
  - 22689 – I-15, US-20/US-26 Connector; improve corridor travel.
  - 23246 – US-20, Lewisville IC to Rigby IC Auxiliary Lanes; increase capacity between interchanges.
  - 23302 – Woodruff Avenue, US-26 to Lincoln; expand to five lanes.
  - 24241 – Holmes, Sunnyside to Taylorview; add center turn lane.

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

## VII. Financial Plan

### Fiscal Constraint

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

**Table I**  
**Anticipated TIP Revenues/Estimated Project Costs by Fiscal Year**

<b>Fiscal Year</b>	<b>Federal</b>	<b>State</b>	<b>Local/Other</b>	<b>TOTAL</b>
<b>FY 2024</b>	40,238,000	2,252,000	1,149,000	43,639,000
<b>FY 2025</b>	38,972,000	1,975,000	1,227,000	42,174,000
<b>FY 2026</b>	13,277,000	395,000	813,000	14,485,000
<b>FY 2027</b>	6,256,000	168,000	688,000	7,112,000
<b>FY 2028</b>	32,081,000	1,197,000	918,000	34,974,000
<b>FY 2029, FY 2030 &amp; PD</b>	28,155,000	1,585,000	1,106,000	30,846,000
<b>TOTAL</b>	<b>158,979,000</b>	<b>8,350,000</b>	<b>5,901,000</b>	<b>173,230,000</b>

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

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

**Table II**

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

	<b>FY2024</b>	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>FY 2028</b>	<b>PD*</b>
<b>Allocated STBG-U Funds</b>	1,500,000	1,530,000	1,560,000	1,560,000	1,560,000	4,633,000
<b>Match Requirement</b>	119,000	121,000	124,000	124,000	124,000	367,000
<b>Programmed Funds</b>	1,232,000	2,486,000	3,368,000	714,000	4,880,000	4,994,000
<b>Balance of Funds</b>	<b>387,000</b>	<b>-835,000</b>	<b>-1,684,000</b>	<b>970,000</b>	<b>-3,196,000</b>	<b>6,000</b>

Note: Programmed STBG funds include costs for preliminary engineering, right-of-way and construction.

\* \$5 million is the limit to program projects in PD. PD costs are shown in present value.

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

Table III identifies the estimated FTA 5307 federal apportionments to the BMPO urbanized area. The programmed and balance of funds are not shown for various reasons. For FY 2024 and FY 2026 CARES 5307 funds continue to be programmed for a pilot project to evaluate the restoration of public transportation services. FTA 5307 funds are programmed and will be used so that they do not lapse. However, until CARES 5307 funds are exhausted only a portion of available regular 5307 funds will be utilized.

**Table III**

**FTA 5307 Fund Balances for the BMPO Urbanized Area**

	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>
<b>Allocated 5307 Funds</b>	1,985,000	2,025,000	2,066,000	2,107,000

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

## Disbursement of Federal Funds

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

**Table IV**  
**Disbursement of Federal Funds**

Projects	Federal	State	Local/Other	TOTAL	Percent
<b>System<sup>1</sup></b>	108,745,000	6,871,000	1,818,000	117,434,000	67.8%
<b>Bridge<sup>2</sup></b>	7,581,000	0	599,000	8,180,000	4.7%
<b>Pavement<sup>3</sup></b>	19,989,000	1,479,000	144,000	21,612,000	12.5%
<b>Bicycle and Pedestrian<sup>4</sup></b>	852,000	0	68,000	920,000	0.5%
<b>Planning<sup>5</sup></b>	1,794,000	0	143,000	1,937,000	1.1%
<b>Public Transportation</b>	20,018,000	0	3,129,000	23,147,000	13.4%
<b>TOTAL</b>	<b>158,979,000</b>	<b>8,350,000</b>	<b>5,901,000</b>	<b>173,230,000</b>	<b>100%</b>

<sup>1</sup> Includes roadway expansion, reconstruction and intersection projects

<sup>2</sup> Includes bridge replacement and rehabilitation projects

<sup>3</sup> Includes pavement replacement and rehabilitation projects – some projects extend beyond the BMPO; however, total project cost is reflected in this table.

<sup>4</sup> Includes bicycle and pedestrian improvements and ADA projects

<sup>5</sup> Includes planning and training funds programmed by BMPO and ITD

With the remaining CARES 5307 funds and regular 5307 funds being programmed at anticipated full allocation from FY2024 to FY2029 the percentages for projected categories are skewed due to a 10% increase in public transportation funding. Also, percentage wise a decrease in funding for pavement projects was offset by an increase in funding for bridges. All other categories are generally consistent.

## System Operations and Maintenance

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

### Roadways

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

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

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

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

Type of Project	Total Estimated Annual Revenues	Percent of Revenues
<b>Operations and Maintenance</b>	19,205,091	52%
<b>Expansion and Reconstruction</b>	17,909,407	48%
<b>TOTAL</b>	<b>37,114,498</b>	<b>100%</b>

Source: Cities of Ammon, Idaho Falls, Iona and Bonneville County 2005-2022 Annual Road and Street Financial Reports and ITD Headquarters and District 6

Table V identifies that, based on past history and currently programmed funds, over half the estimated revenues would potentially be available for operational and maintenance-type projects. The estimated revenue for expansion and reconstruction type projects decreased slightly to just under half of the estimated revenues.

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

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

**Table VI**

**Estimated Annual Revenues for Operations and Maintenance by Revenue Source**

<b>Revenue Source</b>	<b>Total Estimated Annual Revenues</b>	<b>Percent of Revenues</b>
<b>Federal</b>	4,736,263	24.7%
<b>State</b>	8,034,177	41.8%
<b>Local</b>	6,434,651	33.5%
<b>TOTAL</b>	<b>19,205,091</b>	<b>100%</b>

Source: Cities of Ammon, Idaho Falls, Iona and Bonneville County 2005-2022 Annual Road and Street Financial Reports and ITD Headquarters and District 6

Table VI indicates that over three fourths of the revenues for operations and maintenance are generated from local and state revenue which is primarily from funds transferred from non-highway accounts and from the highway distribution account. While 24.7% of total revenues for operations and maintenance come from federal sources.

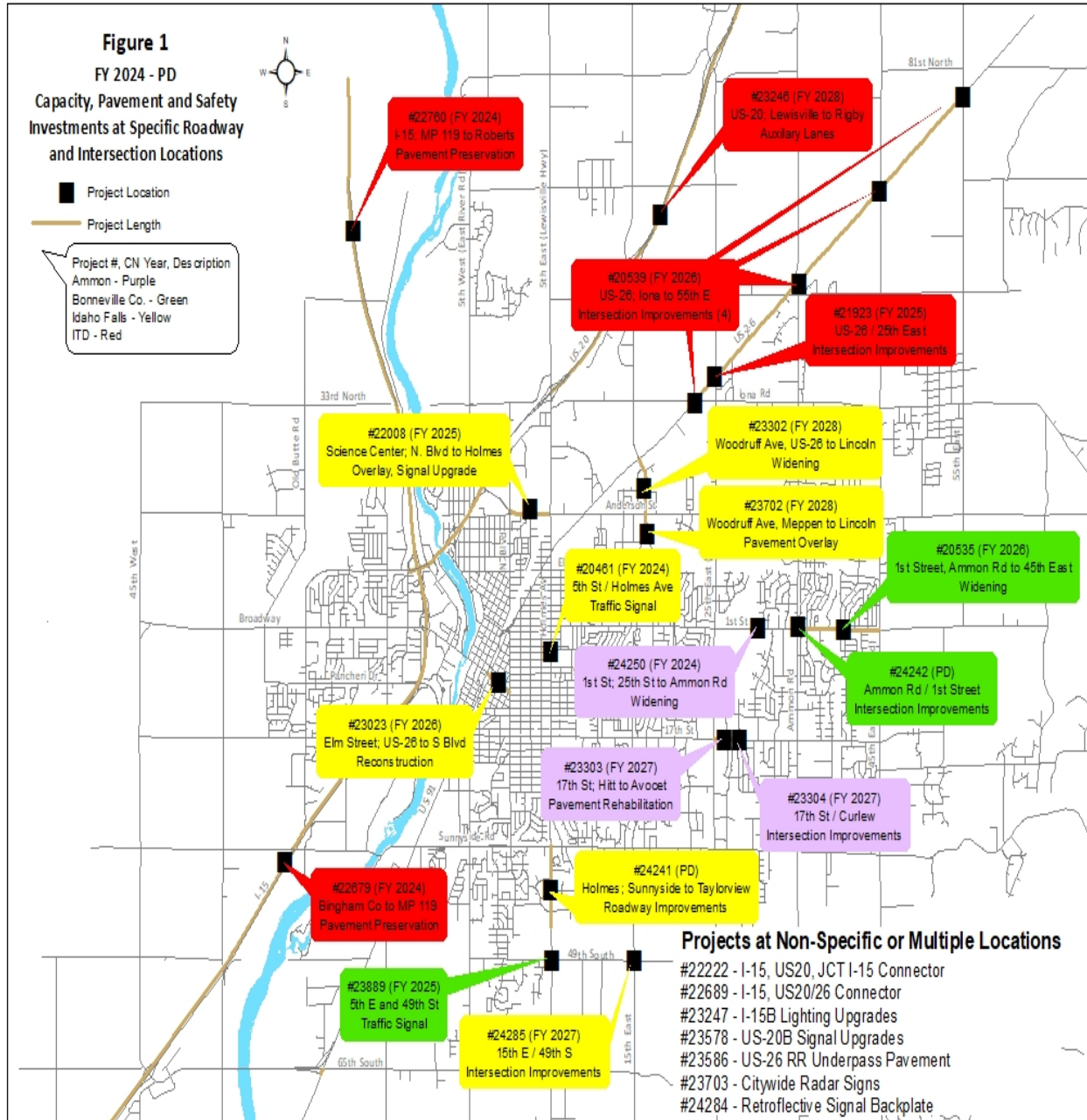
In summary, because costs for roadway operations and maintenance equal estimated revenues, it is hard to quantify whether the more than \$19.2 million annually is adequate to operate and maintain the current roadway system.

**Public Transportation**

A start-up of new public transportation services that is contracted to a provider could change the use of operations/maintenance versus the need to acquire capital such as rolling stock. Also, the micro transit services could further lower capital costs as well. The new services will be monitored to evaluate anticipated costs for operations and maintenance versus capital costs.

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

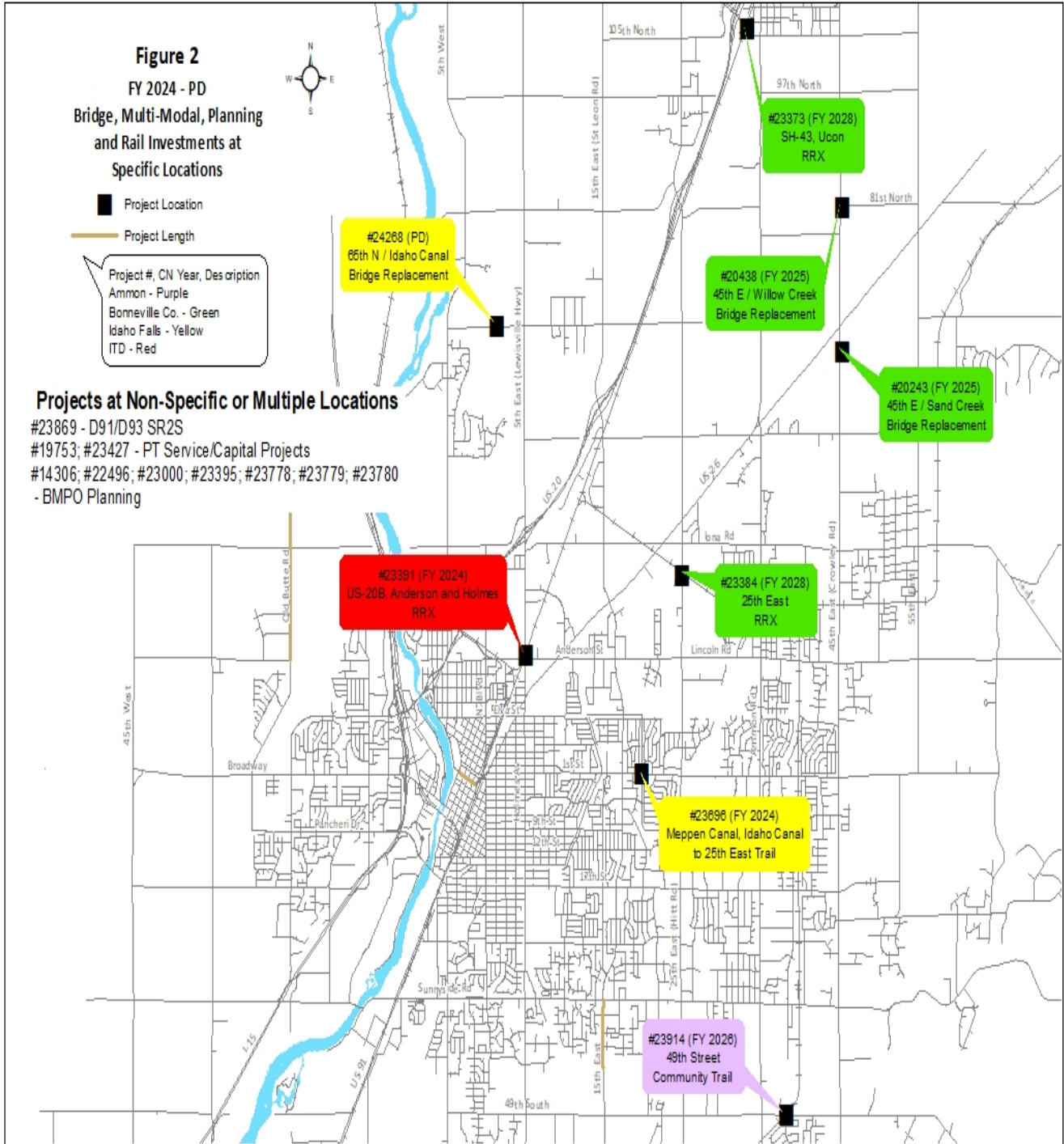
**Figure 1**  
**FY 2024 – PD Capacity, Pavement & Safety Investments at Specific Roadway & Intersection Locations**





# Figure 2

## FY 2024 – PD Bridge, Multi-Modal, Planning & Rail Investments at Specific Locations



## Metropolitan Transportation Planning Process Self Certification

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

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

Bonneville Metropolitan Planning Organization

Idaho Transportation Department

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Darrell M. West  
Director

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Scott Luekenga, Planning Services Section  
Division of Engineering Services

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Date

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Date

## VII. Annual Listing

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

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

Certified by: \_\_\_\_\_ Date \_\_\_\_\_  
Darrell M. West  
Director

# Appendix A

## BMPO End of FY 2023

KeyNo	Project Name				Project Description										Sponsor			
	Type	Total	Federal Aid	State	Other	PE	PC	PL	RW	LP	UT	CE	CC	CL	CN	Total	Obligations	Remainder
20243	FAS-6722, 45TH E; SAND CREEK BRIDGE , BONNEVILLE CO				This project includes replacement of the existing bridge with added width to accommodate two additional lanes for future traffic.										BONNEVILLE COUNTY			
Sch	18,000.00	16,678.80	0.00	1,321.20	0.00	18,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3,500,000.00	580,000.00	2,920,000.00
Obl	18,000.00	16,678.80	0.00	1,321.20	0.00	18,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
20438	LOCAL, 45TH E; WILLOW CR BR, BONNEVILLE CO				Replacement of the 58 year old bridge over the North Fork of Willow Creek.										BONNEVILLE COUNTY			
Sch	10,000.00	9,266.00	0.00	734.00	0.00	10,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,768,000.00	548,000.00	2,220,000.00
Obl	10,000.00	9,266.00	0.00	734.00	0.00	10,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
20461	NHS-7316, INT 5TH & HOLMES SIGNAL, IDAHO FALLS				Install a traffic signal at 5th and Holmes in Idaho Falls.										IDAHO FALLS			
Sch	22,000.00	20,385.20	0.00	1,614.80	0.00	22,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	805,120.00	121,000.00	684,120.00
Obl	22,000.00	20,385.20	0.00	1,614.80	0.00	22,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
20539	US 26, INTERSECTION IMPROVEMENTS 45TH & 55TH, IDAHO FALLS				US-26 from Idaho Falls to Wyoming is a rural, two- or four-lane highway with at grade intersections. Within the Idaho Falls area there are a few signalized intersections but the remainder are unsignalized intersections. As is typical with rural highways, some of the unsignalized intersections are some of our highest accident locations. These seem to be the intersections closer to Idaho Falls where traffic volumes are higher. This project will evaluate alternative intersection designs for limiting the movements through the intersection in order to reduce the conflicts in the intersections, thus increasing safety.										STATE OF IDAHO (ITD)			
Sch	330,000.00	305,778.00	24,222.00	0.00	-5,000.00	330,000.00	0.00	0.00	5,000.00	0.00	0.00	0.00	0.00	0.00	0.00	5,316,000.00	930,000.00	4,386,000.00
Obl	730,000.00	676,418.01	53,581.99	0.00	-5,000.00	730,000.00	0.00	0.00	5,000.00	0.00	0.00	0.00	0.00	0.00	0.00			
20735	US 20B, YELLOWSTONE HWY & HOLMES MICROSEAL, IDAHO FALLS				The scope of this project is to apply a microseal to the surface in order to prevent moisture infiltrating into the new asphalt. This will also included Durastriping to replace the existing striping.										STATE OF IDAHO (ITD)			
Sch	2,547,280.00	2,360,309.65	186,970.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	82,846.00	193,308.00	0.00	2,271,126.00	2,572,280.00	2,572,280.00	0.00	
Obl	2,547,280.00	2,360,309.64	186,970.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00	82,846.00	193,308.00	0.00	2,271,126.00				
21923	US 26, JCT HITT ROAD (25TH E), BONNEVILLE CO				This project will be an intersection improvement project. The intersection will be redesigned to increase the safety and mobility of this intersections.										STATE OF IDAHO (ITD)			
Sch	8,000,000.00	7,412,800.00	587,200.00	0.00	0.00	-150,000.00	0.00	130,000.00	8,020,000.00	0.00	0.00	0.00	0.00	0.00	0.00	21,184,000.00	9,600,000.00	11,584,000.00
Obl	8,000,000.00	7,412,800.00	587,200.00	0.00	0.00	-150,000.00	0.00	130,000.00	8,020,000.00	0.00	0.00	0.00	0.00	0.00	0.00			
22008	NHS-7046, SCIENCE CENTER; N BLVD TO HOLMES, IDAHO FALLS				This project will provide for an upgrade to the existing span wire signal and controller system to a pole and mast arm traffic signal at the intersection of Science Center Dr. and N. Blvd. This will include improved head visibility, mast arm signing and intersection lighting. Also, beginning at N. Blvd and extending to Holmes Avenue on Science Center/Anderson St the pavement will be rehabilitated, replacing rutted and cracked pavement and the parabolic crown.										IDAHO FALLS			
Sch	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,779,480.00	395,000.00	2,384,480.00
Obl	15,000.00	13,899.00	0.00	1,101.00	0.00	0.00	15,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
22110	LOCAL, FY23 BMPO METRO PLANNING				Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration and Federal Transit Administration which are included in the Unified Planning and Work Program. The projects provide transportation planning services to region.										BONNEVILLE METROPOLITAN PLANNING ORGANIZATION(BMPO)			
Sch	514,375.16	476,620.02	0.00	37,755.14	0.00	514,375.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	514,375.16	514,375.16	0.00
Obl	514,375.16	475,632.37	0.00	38,742.79	0.00	514,375.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			

## BMPO End of FY 2023

KeyNo	Project Name				Project Description											Sponsor		
																Total	Obligations	Remainder
Type	FY2023															Lifetime		
	Total	Federal Aid	State	Other	PE	PC	PL	RW	LP	UT	CE	CC	CL	CN	Total	Obligations	Remainder	
22222	US 20, I15 / US20 CONNECTOR, IDAHO FALLS				This project will take the alternatives developed during a Planning and Environmental Linkage study and carry them into National Environmental Policy Act (NEPA) for final evaluation of alternatives, selection, design, and construction of improvements near Idaho Falls in Bonneville Co. No mileposts have been determined as of yet we are still in the alternative screening process.											STATE OF IDAHO (ITD)		
Sch	3,110,000.00	2,869,597.00	240,403.00	0.00	0.00	3,110,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	31,135,000.01	3,510,000.00	27,625,000.01	
Obl	0.00	-101,497.00	101,497.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00				
22689	STATE, US 20/26 CONNECTOR, IDAHO FALLS				This project consist of constructing a connector road between US 20 and US 26. The new alignment will be evaluated before the scope is finalized.											STATE OF IDAHO (ITD)		
Sch	1,700,000.00	1,568,590.00	131,410.00	0.00	200,000.00	1,500,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	28,020,000.00	3,820,000.00	24,200,000.00	
Obl	1,700,000.00	1,568,590.00	131,410.00	0.00	200,000.00	1,500,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00				
22774	I 15B, SUNNYSIDE TO LOMAX MILL AND INLAY				The scope of this project is to mill 0.15 of plant mix and replace with 0.15 of new plant mix. Approaches that are deteriorated will be removed and replace with new concrete. Sidewalk may be replaced as needed.											STATE OF IDAHO (ITD)		
Sch	2,989,289.00	0.00	2,989,289.00	0.00	10,000.00	0.00	0.00	0.00	0.00	0.00	81,700.00	190,634.00	0.00	2,706,955.00	2,989,289.00	2,989,289.00	0.00	
Obl	2,989,289.00	9,266.00	2,980,023.00	0.00	10,000.00	0.00	0.00	0.00	0.00	0.00	81,700.00	190,634.00	0.00	2,706,955.00				
22886	LOCAL, RAISED CURB MEDIANS, IDAHO FALLS				This project will install median curbing at three selected locations in the City of Idaho Falls to improve safety for all roadway users.											IDAHO FALLS		
Sch	346,448.00	321,018.72	0.00	25,429.28	0.00	0.00	2,758.00	0.00	0.00	0.00	1,800.00	54,001.00	16,200.00	271,689.00	399,448.00	399,448.00	0.00	
Obl	346,448.00	321,018.73	0.00	25,429.27	0.00	0.00	2,758.00	0.00	0.00	0.00	1,800.00	54,001.00	16,200.00	271,689.00				
22959	LOCAL, PANCHERI TRAIL PH 2, IDAHO FALLS				This project will construct a 10' sidewalk on the north side of Pancheri Drive Bridge over the Snake River in Idaho Falls.											IDAHO FALLS		
Sch	1,016,500.00	941,888.90	0.00	74,611.10	0.00	4,000.00	0.00	0.00	0.00	0.00	5,000.00	100,000.00	15,000.00	892,500.00	1,077,000.00	1,077,000.00	0.00	
Obl	1,016,500.00	941,888.90	0.00	74,611.10	0.00	4,000.00	0.00	0.00	0.00	0.00	5,000.00	100,000.00	15,000.00	892,500.00				
23303	SMA-7406, 17TH ST, HITT RD TO AVOCET, AMMON				Mill and inlay for this roadway segment. Project includes removing rutting and restoring pavement driving surface, limit left turns by adding a directional turn lane and raised median curb near parking lot entrances and upgrading existing ramps to ADA standards.											AMMON		
Sch	140,000.00	129,724.00	0.00	10,276.00	2,000.00	128,000.00	10,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	751,000.00	140,000.00	611,000.00	
Obl	140,000.00	129,724.00	0.00	10,276.00	2,000.00	128,000.00	10,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00				
23304	SMA-7406, INT 17TH & CURLEW, AMMON				Upgrades at this intersection include; adding new vehicle signal heads, controller cabinet, pavement markings, pedestrian signals and improving pavement surface.											AMMON		
Sch	29,000.00	26,871.40	0.00	2,128.60	2,000.00	22,000.00	5,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	132,000.00	29,000.00	103,000.00	
Obl	29,000.00	26,871.40	0.00	2,128.60	2,000.00	22,000.00	5,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00				
23369	US 20B, S BOULEVARD AND BIRCH ST RRX, IDAHO FALLS				Advance Warning, Height Restriction											STATE OF IDAHO (ITD)		
Sch	610,000.00	0.00	610,000.00	0.00	10,000.00	0.00	0.00	0.00	0.00	600,000.00	0.00	0.00	0.00	0.00	610,000.00	610,000.00	0.00	
Obl	610,000.00	0.00	610,000.00	0.00	10,000.00	0.00	0.00	0.00	0.00	600,000.00	0.00	0.00	0.00	0.00				
23370	US 26, NEAR IONA RD, EIRR RRX 812104A, BONNEVILLE CO				Surface, Preemption, Box											BONNEVILLE COUNTY		
Sch	560,000.00	0.00	560,000.00	0.00	10,000.00	0.00	0.00	0.00	0.00	550,000.00	0.00	0.00	0.00	0.00	560,000.00	560,000.00	0.00	
Obl	560,000.00	0.00	560,000.00	0.00	10,000.00	0.00	0.00	0.00	0.00	550,000.00	0.00	0.00	0.00	0.00				

## BMPO End of FY 2023

KeyNo	Project Name				Project Description											Sponsor		
																Total	Obligations	Remainder
Type					FY2023											Lifetime		
	Total	Federal Aid	State	Other	PE	PC	PL	RW	LP	UT	CE	CC	CL	CN	Total	Obligations	Remainder	
23578	US 20B, FY25 IDAHO FALLS SIGNAL UPGRADES				The scope of work for this project is to upgrade existing signals through Idaho Falls. They are located on Holmes, Yellowstone Highway and Broadway. The upgrades include video detection, pedestrian buttons and service pedestals.											STATE OF IDAHO (ITD)		
Sch	110,000.00	101,926.00	8,074.00	0.00	10,000.00	100,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,318,000.00	110,000.00	1,208,000.00	
Obl	110,000.00	101,926.00	8,074.00	0.00	10,000.00	100,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00				
23586	US 26, FY25 SB RR UNDERPASS PAVEMENT REPLACEMENT				The scope of work for this project will be to remove existing pavement/concrete and replace with new concrete. There may be some drainage such as curb and gutter along with drop inlets.											STATE OF IDAHO (ITD)		
Sch	30,000.00	0.00	30,000.00	0.00	30,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	541,000.00	30,000.00	511,000.00	
Obl	30,000.00	0.00	30,000.00	0.00	30,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00				
23631	US 20, SATURN TO SCIENCE CENTER				The scope of work for this project is to mill 0.15 and inlay new plant mix pavement of 0.15. This includes ramps within the project limits.											STATE OF IDAHO (ITD)		
Sch	2,233,009.00	0.00	2,233,009.00	0.00	10,000.00	0.00	0.00	0.00	0.00	0.00	62,400.00	145,601.00	0.00	2,015,008.00	2,233,009.00	2,233,009.00	0.00	
Obl	2,233,009.00	9,266.00	2,223,743.00	0.00	10,000.00	0.00	0.00	0.00	0.00	0.00	62,400.00	145,601.00	0.00	2,015,008.00				
23695	OFFSYS, WESTSIDE PATH CONNECTIONS, IDAHO FALLS				The Westside Path Connections Project, located in Idaho Falls, ID in Bonneville County, will construct a shared use pathway usable by bikes and pedestrians along Old Butte Rd. and Grizzly Ave. in order to improve mobility and safety. The proposed pathway will fill in connections to existing paths enhancing connectivity.											IDAHO FALLS		
Sch	684,814.00	577,511.79	0.00	107,302.21	0.00	-35,000.00	5,000.00	0.00	0.00	0.00	2,000.00	50,000.00	13,000.00	649,814.00	734,814.00	734,814.00	0.00	
Obl	684,814.00	577,511.79	0.00	107,302.21	0.00	-35,000.00	5,000.00	0.00	0.00	0.00	2,000.00	50,000.00	13,000.00	649,814.00				
23696	OFFSYS, MEPPEN CANAL TRAIL, IDAHO CANAL TO 25TH EAST				This project will construct 8,750 feet of pathway along the Meppen Canal in Idaho Falls from the Idaho Canal to 25th East. It provides an important east-west link through Idaho Falls connecting many neighborhoods. Additional improvements include lighted pedestrian crossings at the arterial streets of Woodruff and 1st Street.											IDAHO FALLS		
Sch	0.00	0.00	0.00	0.00	0.00	-10,000.00	10,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,547,000.00	975,000.00	572,000.00	
Obl	475,000.00	440,135.00	0.00	34,865.00	0.00	465,000.00	10,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00				
23868	LOCAL, FY23 BMPO SRTS COORDINATOR				This project provides for Safe Routes To School program personnel, education materials, encouragement incentives, special events and indirect costs											BONNEVILLE METROPOLITAN PLANNING ORGANIZATION(BMPO)		
Sch	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Obl	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00				
23889	STC-7316, 5TH E (HOLMES AVE) & 49TH S SIGNAL				For the work of installing a Traffic Control Signal and associated intersection improvements to improve safety for all roadway users.											BONNEVILLE COUNTY		
Sch	323,000.00	299,291.80	0.00	23,708.20	6,000.00	265,000.00	52,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,551,180.00	323,000.00	1,228,180.00	
Obl	323,000.00	299,291.80	0.00	23,708.20	6,000.00	265,000.00	52,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00				