

TAC MEETING MINUTES

March 8, 2023

3:30 P.M.

CITY OF IDAHO FALLS COUNCIL CHAMBERS

TAC MEMBERS PRESENT

In-Person:

Lance Bates – Bonneville Co. Public Works Director
Kerry Beutler – I.F. Assistant Community Development Director
Austin Black – Bonneville County Planning and Zoning Administrator
Tracy Bono – Ammon City Engineer
Chris Canfield – I.F. Assistant Public Works Director
Kent Fugal – I.F. City Engineer
Kade Marquez – GIFT Transit Director
Paul Scoresby – Ucon Representative
Jeff Sneddon – ITD District 6 Planner

Members Absent:

Micah Austin – Ammon City Administrator
Chris Horsley – I.F. recreational Superintendent
Aaron Swenson – Iona Representative
Max Wolf – INL Representative

ALSO PRESENT: City Council Member for Idaho Falls Lisa Burtenshaw, City of Idaho Falls Economic Development Administrator Christian Ashcraft, BMPO Director Darrell West, BMPO Transportation Planner DaNiel Jose and BMPO Office Assistant Stephanie Gazdik were also present in-person.

CALL TO ORDER: Chris Canfield called the meeting to order at 3:30

CONSENT ITEMS

MINUTES – TAC Meeting February 8, 2023

Jeff Sneddon made the motion to approve the minutes of the February 8, 2023, TAC Meeting. The motion was seconded by Kent Fugal. The vote was unanimous, the motion passed.

ACTION ITEMS

Safety Performance Measures

Darrell West discussed the Safety Performance Measures from the State of Idaho. Lance Bates made the motion to recommend approval of the Safety Performance Measures to the Policy Board. Austin Black seconded the motion. The vote was unanimous, the motion passed.

FY2023 TIP Amendments #1 and #2

These amendments went out for public comment and received none. Kerry Beutler moved to recommend approval of FY2023 TIP Amendments #1 and #2 to the Policy Board. Austin Black seconded the motion. The vote was unanimous, the motion passed.

BMPA FY 2023 TIP - Amendment #1 - March 15, 2023																	
Key Number	Project Description / Funding Category / Project Sponsor	Phase	Prior Year Program	2023	2024	2025	2026	2027	2028	2029	PD	PD Unfunded	Federal Aid	Sponsor Match	Total	2024-PD Current Year \$	
22959	Pantheri Trail Phase 2 / Transportation Alternatives Program / City of Idaho Falls	CE/CN		1013	485								939	74	1013		
		PE/PC	61											57	4	61	
		RW												0	0	0	

CE/CN costs for #22959 are being advanced from FY24 to FY23 and increased by \$528,000. Note CE/CN cost of \$485,000 were previously delayed from FY23 to FY24

BMPA FY 2023 TIP Amendment #2 - May 15, 2023																
Key Number	Project Description / Funding Category / Project Sponsor	Phase	Prior Year Program	2023	2024	2025	2026	2027	2028	2029	PD	PD Unfunded	Federal Aid	Sponsor Match	Total	2024-PD Current Year \$
19753	Capital Service Contract / 5307 / ITD			1853	0	0	0	0					1482	371	1853	

#19753 is a new project that programs previously unused FTA 5307 for use in FY2023

STBG-U Existing Project Priorities

Darrell West discussed the existing STBG-U projects with TAC members.

BMPA FY 2024 TIP 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 \$	
23023	Elm Street Reconstruction; Yellowstone to S. Blvd / STBG-Urban / City of Idaho Falls	CE/CN				899							833	66	899	847	
		CE/CN*				1124										1059	
		PE/PC										162	#1	150	12	162	
		RW												0	0	0	
23302	Woodruff Avenue, US-26 to Lincoln Expansion / STBG-Urban / City of Idaho Falls	CE/CN									2604		2410	191	2601	2356	
		CE/CN*									3251	#3				2945	
		PE/PC										225	#1	208	17	225	
		RW												0	0	0	
23303	17th Street, Hitt to Avocet Pavement Rehabilitation / STBG-Urban / City of Ammon	CE/CN											566	45	611	553	
		PE/PC	75										69	6	75		
		RW												0	0	0	
23304	17th/Curlew Intersection Improvements / STBG-Urban / City of Ammon	CE/CN											95	8	103	93	
		PE/PC	18										17	1	18		
		RW												0	0	0	
23702	Woodruff Ave, Meppen Canal to Lincoln Pavement Overlay / STBG-Urban / City of Idaho Falls	CE/CN										4005	931	74	1005	910	
		CE/CN*										1256	#4				1138
		PE/PC				97								90	7	97	
		RW												0	0	0	
23703	Citywide Radar Signs / STBG-Urban / City of Idaho Falls	CE/CN											346	27	373	338	
		PE/PC				16								14	2	16	
		RW												0	0	0	

Potential increase (current project) 137 475 225 0 901

Potential increase (PD advancement) 387 0 0 714 3979

Potentially available 1700 3000 10000

*CE/CN increases by 25 percent

#1 - It was agreed that when the PE/PC funds were delayed to cover cost increases of another project that they would be advanced ahead of the CE/CN

#2a/b - Best if projects can be advanced together but not a must. Identify if they can be advanced even further. If advanced #2a can be ahead of #2b

#3 - The first project to be recommended to advance to FY 2028, if sufficient funds are not available it will remain in PD

#4 - The second project to be recommended to advance to FY 2028, if sufficient funds are not available it will remain in PD

#5 - The third project to be recommended to advance to FY 2028, if sufficient funds are not available it will remain in PD unless there is an opening in another year

TAC members discussed the existing project priorities. Kent Fugal made the motion to prioritize the existing STBG-U projects in the following order. Key Numbers 23023 and 23302 move to PE/PC from PD in 2024. Key Numbers 23303 and 23304 move to CE/CN from PD in 2027. Key Numbers 23702 and 23703 move to CE/CN (with 25 percent increases) from PD in 2028. Tracy Bono seconded the motion. The vote was unanimous, the motion passed.

STBG-U New Project Priorities

Darrell West went over the scoring of the new STBG-U Projects.

-Six projects at a total cost of about \$15 million

- Four projects are roadway reconstruction and expansion.
- Two projects focused on pavement conditions.

15th East Roadway Expansion and Improvements – Sunny Pine to Elk Creek - \$4,493,000

Ammon Road/1st Street Traffic Signal and Intersection Improvements - \$1,300,000

E Street Roadway Expansion and Improvements – Memorial to Yellowstone - \$3,267,000

Holmes Ave Roadway Expansion and Improvements – Taylorview to Sunnyside - \$3,700,000

26th West Pavement Reconstruction/Widening – 17th N to 33rd N - \$1,000,000

26th West Pavement Reconstruction/Widening – 33rd N to 49th N - \$1,000,000

-Two local communities submitted the 6 projects

- City of Idaho Falls – 3 projects
- Bonneville County – 3 projects

-Eleven TAC members participated in scoring the projects

FY 2024 TIP STBG-Urban Project Scoring														
Ammon Road Signal - \$1,300,000														
Category	Available												Total	%
A) Roadway/Intersection Congestion Relief	440	40	35	30	37	32	25	35	40	38	40	40	392	89%
B) Safety	165	15	10	12	13	11	12	10	15	13	10	15	136	82%
C) Pavement Rehabilitation	165	15	5	5	8	9	8	7	15	12	5	10	99	60%
D) Multi-modal and Accessibility	110	10	5	7.5	9	5	7	0	10	9	8	8	78.5	71%
E) Support Economic Vitality	110	10	5	5	9	5	7	5	10	8	10	8	82	75%
F) Project Feasibility	110	10	10	8	8	8	9	8	10	9	8	10	98	89%
Holmes - Taylorview to Sunnyside - \$3,700,000														
Category	Available												Total	%
A) Roadway/Intersection Congestion Relief	440	30	40	35	30	36	33	35	30	32	30	25	356	81%
B) Safety	165	10	10	15	12	11	12	12	8	10	8	10	118	72%
C) Pavement Rehabilitation	165	15	10	10	10	10	12	10	15	5	10	10	117	71%
D) Multi-modal and Accessibility	110	10	10	7.5	8	7	6	10	6	8	10	8	90.5	82%
E) Support Economic Vitality	110	8	10	7	9	7	7	5	6	5	5	8	77	70%
F) Project Feasibility	110	5	10	5	7	9	7	5	5	5	5	2	65	59%
15th East - Sunny Pine to Elk Creek - \$4,493,000														
Category	Available												Total	%
A) Roadway/Intersection Congestion Relief	440	30	35	30	30	30	32	35	25	25	30	25	327	74%
B) Safety	165	10	10	8	12	11	11	12	7	5	8	10	104	63%
C) Pavement Rehabilitation	165	15	10	7.5	11	10	12	10	12	5	10	10	113	68%
D) Multi-modal and Accessibility	110	10	10	5	8	5	5	7	8	3	5	7	73	66%
E) Support Economic Vitality	110	8	10	12	8	5	7	7	7	5	5	7	81	74%
F) Project Feasibility	110	5	10	5	6	10	5	5	2	5	5	0	58	53%

Tracy Bono made a motion to follow the STBG-U new projects ranking from the TAC members scoring results. Ammon Road Signal being first and Holmes – Taylorview to Sunnyside being second. If #2 can't be added due to a lack of available funds project #3, 15th East -Sunny Pine to Elk Creek would be moved into the second spot. Austin Black seconded the motion. The vote was unanimous, the motion passed.

DISCUSSION ITEMS

High Capacity Roadway Study Update

Darrell West said the HCRS Steering Committee met to discuss if the HCRS Methods and Assumptions appropriately captured everything from the previous meeting, the public involvement discussion with Policy Board and TAC officers, and submitted comments primarily focused on added projects. After discussing changes to the project list for anticipated construction years and the inclusion of using the ITD Public Outreach Plan (POP) the Committee accepted the Memorandum.

ITD POP for HCRS

Darrell West discussed the IDT Public Outreach Planner POP and went through the process of how it works.

Urban and Planning Boundaries

Darrell West discussed smoothing the urban planning boundaries.

Primary reasons to smooth the urban boundary

- Align with existing planning boundaries
- Incorporate local knowledge of urban landscape/characteristics
- Address irregularities in boundary shape
- Maintain consistency with highway functional classifications

Other reasons to smooth the urban boundary

- Include the entire municipality
- Include significant traffic generators such as airports, industrial areas, etc.

The smoothing of the boundary increases the size of the urban area and therefore increases the number of roadway segments that are eligible to receive STBG-Urban funds. However, those areas added to the urban area are no longer eligible to receive STBG-Rural funding.

The smoothing of the boundary does not increase the population that is used to distribute metropolitan planning funds. The urban population is also used to determine the allocation of various federal-aid funding programs.

Ucon is no longer within the urban area but will remain in the Bonneville Metropolitan Planning Area (BMPA) if the boundary is unchanged.

All projects regardless of federal transportation program funding, in the urban area and metropolitan planning area, need to be programmed in the Transportation Improvement Program (TIP).

FY2023 TIP Modification #4

BMPA FY 2023 TIP Modification #4 - February 13, 2023																	
Key Number	Project Description / Funding Category / Project Sponsor	Phase	Prior Year Program	2023	2024	2025	2026	2027	2028	2029	PD	PD Unfunded	Federal Aid	Sponsor Match	Total	2024-PD Current Year \$	
22886	Raised Curb Median Safety Improvements / LHSIP / City of Idaho Falls	CE/CN		338 450									417	33	450		
		PE/PC	53										49	4	53		
		RW											0	0	0		
#22886 - increase CE/CN by \$112,000 in FY 2023																	

Meeting Adjourned

Stephanie Gazdik
Recording Secretary