

Bonneville Metropolitan  
Planning Organization

# Transportation Improvement Program FY 2021–2027

Approved and Adopted  
September 16, 2020

**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 2021 Transportation Improvement Program  
Approved and Adopted September 16, 2020

Bonneville Metropolitan Planning  
Organization  
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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, and the 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 2021-2027**  
**TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the "Fixing America's Surface Transportation," or "FAST Act", 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 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 2021-2027 Transportation Improvement Program as presented to us in the September 16, 2020 meeting and said transportation program is in conformance with the State Transportation Improvement Program.

ADOPTED the 16<sup>th</sup> day of September, 2020.

SIGNED:



Jim Freeman

BMPO Policy Board Chair



Darrell 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, and Targhee Regional Public Transportation Authority (TRPTA), 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 eight-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. Annual Element

### IV. Bonneville Metropolitan Area TIP

- A. Funding programs and projects
- B. Financial Plan

## **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 (BMPO).

### **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. Available 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 Program (STP)

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) - 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.

Restricted State Funds - Funds are primarily used for capital improvements including pavement, bridge and railroad crossings. Fifty percent (50%) of the funds are retained by ITD and fifty percent (50%) are allocated to the cities and counties within the State. Funds may also be used to match Federal funds.

### **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 2040 and was approved in May 2016. 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 Policy Board and BMPO regarding technical matters related to the development of the TIP. The BMPO 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 the 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:**

1. 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.
2. Removing a non-grouped project within the first four years of the approved TIP. This includes projects that delay from the four-year TIP to a development year or preliminary development (PD).
3. 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.
4. For local projects, either the percentage change to an individual project's total cost (meaning combined 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.
5. A project with an original total cost of less than \$500,000 and the cost changes by \$150,000 or more.
6. 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.
7. Change in funding across modes (e.g. funding source changes from highway to transit or vice versa) unless the project is grouped.
8. 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 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. Annual Listing**

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

## V. 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 25 and 26, 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.

### 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	STP - Surface Transportation Program
CE/CN – Construction Engineering/Construction	
PE/PC – Preliminary Engineering/Preliminary Construction	

### Legend

Green – Bonneville County  
Yellow – City of Idaho Falls  
Red – Idaho Transportation Department  
Blue – Public Transportation  
Gray – Other Planning Entities

**BMPA FY 2021 TIP**

	Project Sponsor	Phase	Prior Year Program	2021	2022	2023	2024	2025	2026	2027	PD	Federal Aid	Sponsor Match	Total
	Bonneville County	CE/CN	0	749	0	0	3898	0	0	0	6878	10667	858	11525
		PE/PC	1308	749	0	0	0	0	0	0	0	1906	151	2057
		RW	0	0	0	156	0	0	0	0	0	145	11	156
	<b>TOTAL</b>		<b>1308</b>	<b>1498</b>	<b>0</b>	<b>156</b>	<b>3898</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6878</b>	<b>12718</b>	<b>1020</b>	<b>13738</b>

	City of Idaho Falls	CE/CN	0	2279	3963	837	70	395	0	0	2241	9052	733	9785	
		PE/PC	913	256	342	10	0	0	0	0	0	166	1563	124	1687
		RW	1224	0	15	211	23	0	0	0	0	0	1361	112	1473
	<b>TOTAL</b>		<b>2137</b>	<b>2535</b>	<b>4320</b>	<b>1058</b>	<b>93</b>	<b>395</b>	<b>0</b>	<b>0</b>	<b>2407</b>	<b>11976</b>	<b>969</b>	<b>12945</b>	

	Idaho Transportation Department (ITD)	CE/CN	10	6522	12950	13507	0	5282	1252	7966	0	34034	13455	47489	
		PE/PC	2280	875	0	0	0	0	0	0	0	0	2619	536	3155
		RW	5	730	1020	0	2122	0	0	0	0	0	3593	284	3877
	<b>TOTAL</b>		<b>2295</b>	<b>8127</b>	<b>13970</b>	<b>13507</b>	<b>2122</b>	<b>5282</b>	<b>1252</b>	<b>7966</b>	<b>0</b>	<b>40246</b>	<b>14275</b>	<b>54521</b>	

	Idaho Transportation Department (Public Transportation Projects)		0	1625	1625	1625	1625	1625	0	0	0	5840	2285	8125
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	Other Planning Entities		0	326	631	325	261	261	0	0	0	1673	131	1804
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**BMPA FY 2021 TIP by Numerical Key Number**

Key Number	Project Description / Funding Category / Project Sponsor	Phase	Prior Year Program	2021	2022	2023	2024	2025	2026	2027	PD	Federal Aid	Sponsor Match	Total
14024	17th Street and Woodruff Intersection Improvements / STBG-Urban / Idaho Falls	CE/CN			3155							2923	232	3155
		PE/PC	400									371	29	400
		RW	1224									1134	90	1224
19434	45th W, 65th S to US-20 Pavement Resurfacing / STBG-Rural / Bonneville County	CE/CN					3898					3612	286	3898
		PE/PC	299									277	22	299
		RW										0	0	0
19530	97th South Bridge - Idaho Canal Bridge Replacement / Bridge Local / Bonneville County	CE/CN									1534	1421	113	1534
		PE/PC	425									394	31	425
		RW										0	0	0
19879	District 6 Traffic Signal Upgrades / ST / ITD	CE/CN		576								0	576	576
		PE/PC		50								0	50	50
		RW										0	0	0
20114	US-20 Expressway Median Cable Barrier / HSIP-5304 and National Highway System / ITD	CE/CN				4162						3856	306	4162
		PE/PC	120									111	9	120
		RW										0	0	0
20132	E. Anderson St RRX Gates / SI - Federal Rail / Idaho Falls	CE/CN	10	580	170							684	76	760
		PE/PC	65									58	7	65
		RW										0	0	0
20189	I-15, District 6 Bridge Repair / ST2 / ITD	CE/CN		4547								0	4547	4547
		PE/PC	140									0	140	140
		RW										0	0	0
20204	Metropolitan Area Transportation Planning / PL / BMPO			217								201	16	217



**BMPO FY 2021 TIP by Numerical Key Number**

Key Number	Project Description / Funding Category / Project Sponsor	Phase	Prior Year Program	2021	2022	2023	2024	2025	2026	2027	PD	Federal Aid	Sponsor Match	Total
20243	45th East - Sand Creek Bridge Replacement / Bridge Off-System / Bonneville County	CE/CN									2024	1875	149	2024
		PE/PC		282								261	21	282
		RW										0	0	0
20420	I-15B Idaho Falls Concrete Intersection Replacement / National Highway / ITD	CE/CN				1786						1655	131	1786
		PE/PC	50									46	4	50
		RW										0	0	0
20438	45th East - Willow Creek Bridge Replacement / Bridge Local / Bonneville County	CE/CN									1075	996	79	1075
		PE/PC		338								313	25	338
		RW										0	0	0
20461	5th and Holmes Traffic Signal / STBG-Urban / Idaho Falls	CE/CN						395				366	29	395
		PE/PC			101							94	7	101
		RW				23						22	1	23
20490	I-15 Exit 113 Roundabouts, Bonneville County / HSIP / ITD	CE/CN			7548							6965	583	7548
		PE/PC	650									600	50	650
		RW	5									5	0	5
20535	1st Street, Ammon Road to 45th East - Widening / STBG-Urban / Bonneville County	CE/CN									2245	2080	165	2245
		PE/PC	360									334	26	360
		RW			156							145	11	156
20539	US-26, Alternative Intersection Improvements, Idaho Falls / HSIP / ITD	CE/CN				5722						5302	420	5722
		PE/PC	200									185	15	200
		RW		730								676	54	730

**BMPA FY 2021 TIP by Numerical Key Number**

Key Number	Project Description / Funding Category / Project Sponsor	Phase	Prior Year Program	2021	2022	2023	2024	2025	2026	2027	PD	Federal Aid	Sponsor Match	Total
20630	Hemmert RD EIRR RRX Signals / SI - Federal Rail / Idaho Falls	CE/CN		325	155							432	48	480
		PE/PC										0	0	0
		RW										0	0	0
20665	Metropolitan Area Transportation Planning / PL / BMPO				217							201	16	217
20735	US-91 Idaho Falls Microseal, Yellowstone Hwy to Holmes / National Highway / ITD	CE/CN				1837						1702	135	1837
		PE/PC	25									23	2	25
		RW										0	0	0
21923	US26, JCT Hitt Road (25th E), Bonneville Co. Intersection Improvement / HSIP and National Highway System / ITD	CE/CN						5282	1252			6055	479	6534
		PE/PC	900	700								1483	117	1600
		RW			1020							945	75	1020
22005	17th and Rollandet Intersection Left Turn Prohibition / LHSIP / City of Idaho Falls	CE/CN			536							496	40	536
		PE/PC	108									100	8	108
		RW			15							14	1	15
22006	Yellowstone, Short and Capital Pedestrian Access Path Connection / LHSIP / City of Idaho Falls	CE/CN		330								306	24	330
		PE/PC	59									55	4	59
		RW										0	0	0
22008	Science Center, Blvd to Holmes Overlay and Signal Upgrade / STBG-Urban / City of Idaho Falls	CE/CN									1341	1243	98	1341
		PE/PC			133							123	10	133
		RW				11						11	0	11
22009	Bonneville County Transportation Plan / STBG-Urban / Bonneville County			63								58	5	63

**BMPA FY 2021 TIP by Numerical Key Number**

Key Number	Project Description / Funding Category / Project Sponsor	Phase	Prior Year Program	2021	2022	2023	2024	2025	2026	2027	PD	Federal Aid	Sponsor Match	Total
22041	SR2S D91/93 Coordination / Transportation Alternatives Program / School Districts 91/93			65								60	5	65
22069	Idaho Canal Trail Phase I / Transportation Alternatives Program / City of Idaho Falls	CE/CN		496								459	37	496
		PE/PC	37									34	3	37
		RW										0	0	0
22074	Idaho Canal Trail Phase II / Transportation Alternatives Program / City of Idaho Falls	CE/CN		463								429	34	463
		PE/PC	34									32	2	34
		RW										0	0	0
22110	Metropolitan Area Transportation Planning / PL / BMPO				217							201	16	217
22219	I-15B, Broadway; Yellowstone to Bellin / Pavement Resurfacing / State Funded / ITD	CE/CN			2904							0	2904	2904
		PE/PC	30									0	30	30
		RW										0	0	0
22415	Holmes Ave; 65th South to Northgate Mile Road Safety Audit / LHSIP / City of Idaho Falls	CE/CN										0	0	0
		PE/PC		60								56	4	60
		RW										0	0	0
22416	17th St, 1st-Lomax and Lincoln Rd Thermoplastic and ADA Improvements / LHSIP / City of Idaho Falls	CE/CN			272							252	20	272
		PE/PC		40								37	3	40
		RW										0	0	0
22431	Higbee - Butte Arm Canal Bridge Replacement / Bridge-Discr, Bridge Off-System and LPT / City of Idaho Falls	CE/CN		990								906	84	990
		PE/PC	275	156								399	32	431
		RW										0	0	0

**BMPA FY 2021 TIP by Numerical Key Number**

Key Number	Project Description / Funding Category / Project Sponsor	Phase	Prior Year Program	2021	2022	2023	2024	2025	2026	2027	PD	Federal Aid	Sponsor Match	Total
22454	US-20, I-15 Interim Ramp Modifications / ST2 / ITD	CE/CN			2173							0	2173	2173
		PE/PC	100	100								92	108	200
		RW										0	0	0
22496	Metropolitan Area Transportation Planning / PL / BMPO						217					201	16	217
22599	121st South - Idaho Canal Bridge Replacement / Bridge-Discr, Bridge Off-System and LPT / Bonneville County	CE/CN		686								624	62	686
		PE/PC	224	129								327	26	353
		RW										0	0	0
ORN 22689	I-15, US20/26 Connector, Idaho Falls / National Highway System / ITD	CE/CN								7966		7382	584	7966
		PE/PC		20								19	1	20
		RW				2122						1967	155	2122
ORN 22886	Raised Curb Median Safety Improvements / LHSIP / City of Idaho Falls	CE/CN				352						326	26	352
		PE/PC			54							50	4	54
		RW										0	0	0
ORN 22894	SR2S D91/93 Coordination / Transportation Alternatives Program / School Districts 91/93				64							60	4	64
ORN 22895	SR2S D91/93 Coordination / Transportation Alternatives Program / School Districts 91/93					64						60	4	64
ORN 22959	Pancheri Trail Phase 2 / Transportation Alternatives Program / City of Idaho Falls	CE/CN				485						449	36	485
		PE/PC			54							50	4	54
		RW										0	0	0

**BMPA FY 2021 TIP by Numerical Key Number**

Key Number	Project Description / Funding Category / Project Sponsor	Phase	Prior Year Program	2021	2022	2023	2024	2025	2026	2027	PD	Federal Aid	Sponsor Match	Total
ORN 23000	Metropolitan Area Transportation Planning / PL / BMPO							217				201	16	217
ORN 23015	D6, Six RRX Closures, Idaho Falls / Local Fed RRX / Idaho Falls	CE/CN					70					63	7	70
		PE/PC				10						9	1	10
		RW				200						180	20	200
ORN 23022	High Capacity Roadway Needs Study and Access Management Plan Update / STBG-U / BMPO				306							284	22	306
ORN 23023	Elm Street Reconstruction; Yellowstone to S. Blvd / STBG-U / City of Idaho Falls	CE/CN									900	834	66	900
		PE/PC									166	153	13	166
		RW										0	0	0
ORN 23072	US-26, RRX Underpass, Idaho Falls / State Funded / ITD	CE/CN		494								0	494	494
		PE/PC		5								0	5	5
		RW										0	0	0
13268	Operations / 5307 / ITD			440	440	440	440	440				1100	1100	2200
13269	Preventative Maintenance / 5307 / TRPTA ITD			200	200	200	200	200				800	200	1000
13271	Capital (Other) / 5307 / ITD <sup>1</sup>			35	35	35	35	35				140	35	175
13272	Training / 5307 / ITD			30	30	30	30	30				120	30	150
13273	Capital (Bus Purchases) / 5307 / ITD			400	400	400	400	400				1600	400	2000
14304	Planning / 5307 / ITD			10	10	10	10	10				40	10	50

**BMPA FY 2021 TIP by Numerical Key Number**

Key Number	Project Description / Funding Category / Project Sponsor	Phase	Prior Year Program	2021	2022	2023	2024	2025	2026	2027	PD	Federal Aid	Sponsor Match	Total
14306	Metropolitan Area Transportation Planning / FTA 5303 / BMPO			44	44	44	44	44				205	15	220
14309	Paratransit Service / 5307 / ITD			175	175	175	175	175				700	175	875
19406	Mobility Management / 5307 / ITD			80	80	80	80	80				320	80	400
19800	Administration / 5307 / ITD			240	240	240	240	240				960	240	1200
22500	Safety and Security / 5307 / ITD			15	15	15	15	15				60	15	75

<sup>1</sup> = Project includes but is not limited to unanticipated expenses such as shelters, bike racks, safety and security equipment, support equipment and vehicles, facility maintenance and repairs, etc.

**Note: Project costs are expressed in year-of-expenditure (YOE) dollars which represents a 2% annual increase for inflation. The Idaho Office of Transportation Investment System (OTIS) which is used to manage project scopes, budgets, obligations, etc. identifies costs in present value.**

## **VI. 2021 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 planning and programming. The Federal Highway Administration (FHWA) has established six interrelated performance rules or priorities to address the challenges associated with the national transportation system. These rules 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.

The Bonneville Metropolitan Planning Organization (BMPO) has agreed to support the targets established by the Idaho Transportation Department (ITD). 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 measures 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 BMTA 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.

### **Performance Measure Targets**

BMPO agreed to support ITD targets and fulfill the responsibilities assigned in the ITD/MPO Standard Operating Procedures for Providing Data and Reporting Performance and Targets dated May 16, 2018.

## 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 (2015-2019). BMPO has agreed to support the statewide five-year rolling average safety targets. These targets include the following:

- Rate of Fatalities
- Serious Injuries per year
- Fatalities and Serious Injuries per vehicle miles travelled (VMT)
- Non-motorized Fatalities and Serious Injuries

## Safety Projects

The projects listed below emphasize safety and are included in the 2021-2027 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.

- 14024 - 17th Street and Woodruff Intersection Improvements; additional left and right turn lanes.
- 19879 - District 6 Traffic Signal Upgrades; replace signal systems.
- 20114 - US-20 Expressway Median Cable Barrier; install median cable barriers.
- 20461 - 5th and Holmes Traffic Signal; install new traffic signal.
- 20490 - I-15 Exit 113 Roundabouts; convert intersection to roundabout.
- 20535 - 1st Street, Ammon Rd to 45th East widening; center turn lane on two-lane undivided roadway.
- 20630 - Hemmert RD EIRR RRX Signals; install signal and gates.
- 21923 - US26, Jct. Hitt Road (25th Intersection Improvement); redesign intersection.
- 22005 - 17th and Rollandet Intersection Left Turn Prohibition; install median curb.
- 22415 - Holmes Ave; 65<sup>th</sup> South to Northgate Mile Rd safety audit.
- 22454 - US-20, I-15 Interim Ramp modifications; modify ramp to reduce traffic back-up at exit.
- 22689 - I-15, US-20/US-26 Connector; modify and/or relocate interchanges.
- 22886 - Raised Curb Median Safety Improvements.
- 23015 - D6, Six RRX Closures.
- 23023 - Elm Street Reconstruction; Yellowstone to South Blvd; remove rutted pavement and parabolic crown.

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. These projects are included in the FY 2021-2027 TIP and assist in achieving a roadway network that has good pavement condition.

- 20420 - I-15B Concrete Replacement; concrete replacement at various locations on I-15B.
- 20735 - US-91, Yellowstone Hwy to Holmes; microseal.
- 22219 - I-15B, Broadway; Yellowstone to Bellin; pavement resurfacing.

### **Bridge Condition Projects**

The bridge projects listed below are improvements programmed to replace or repair bridges in poor and fair condition. These projects are included in the FY 2021-2027 TIP and assist in achieving a percent of bridges that are in good condition.

- 20189 - I-15, District 6 Bridges; bridge repair.

For information purposes the following bridge projects are not on the National Highway System but are programmed in the FY 2021-2027 TIP. The projects address various substandard bridge conditions.

- 19530 - 97th South - Idaho Canal Bridge; bridge replacement.
- 20243 - 45th East - Sand Creek Bridge; bridge replacement.
- 20438 - 45th East - Willow Creek Bridge; bridge replacement.
- 22431 - Higbee - Butte Arm Canal; bridge replacement.
- 22599 - 121<sup>st</sup> South - 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.

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, no roadway widening projects are in the area. However, one project includes replacing standard intersections at the I-15/65<sup>th</sup> South ramps with roundabouts.

This project may improve travel time reliability for both personal travel and freight movement. Another project is to improve interchanges and corridor travel at and near the I-15/US-20 Interchange. This includes an interim project and a longer term project. Also, programmed is a study to evaluate the need and potential location of strategic arterials. These projects are identified below.

- 20490 - I-15 Exit 113 Roundabouts.
- 22454 - US-20, I-15 Interim Ramp modifications.
- 22689 - I-15, US-20/US-26 Connector.
- 23022 – High Capacity Roadway Needs Study.

## 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. Prior to programming projects, their estimated costs are compared with anticipated revenues which are documented annually by ITD in the "Update Packet for the Capital Investment Program." 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 2021</b>	7,343,000	5,968,000	800,000	14,111,000
<b>FY 2022</b>	13,958,000	5,768,000	820,000	20,546,000
<b>FY 2023</b>	15,105,000	1,013,000	553,000	16,671,000
<b>FY 2024</b>	7,074,000	162,000	763,000	7,999,000
<b>FY 2025</b>	6,670,000	388,000	505,000	7,563,000
<b>FY 2026, FY 2027 &amp; PD</b>	17,144,000	676,000	683,000	18,503,000
<b>TOTAL</b>	<b>\$67,294,000</b>	<b>\$13,975,000</b>	<b>\$4,124,000</b>	<b>\$85,393,000</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 STP-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 STP-Urban program allocation to the BMPO area. The allocation is compared against the programmed costs to identify a balance of funds.

**Table II**  
**STP-Urban Program Annual Fund Balances for the BMPO Planning Area**

	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>PD*</b>
<b>Allocated STP-U Funds</b>	1,062,000	1,062,000	1,062,000	1,062,000	1,062,000	4,633,000
<b>Match Requirement</b>	84,000	84,000	84,000	84,000	84,000	367,000
<b>Programmed Funds</b>	63,000	3,622,000	161,000	22,000	365,000	3,248,000
<b>Balance of Funds</b>	<b>\$1,083,000</b>	<b>-\$2,476,000</b>	<b>\$985,000</b>	<b>\$1,124,000</b>	<b>\$781,000</b>	<b>\$2,748,000</b>

Note: Programmed STP 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 STP-Urban funds for the five-year period. The STP-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 STP-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 compared with programmed amounts. The FTA 5307 apportionments were increased by 2% annually based on historical trends.

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

	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>
<b>Allocated 5307 Funds</b>	1,508,000	1,538,000	1,569,000	1,600,000
<b>Total Programmed</b>	1,168,000	1,168,000	1,168,000	1,168,000
<b>Balance of Funds</b>	<b>\$340,000</b>	<b>\$370,000</b>	<b>\$401,000</b>	<b>\$432,000</b>

Total programmed FTA 5307 funds are less than apportioned funds each year. It is important to note that unused FTA 5307 funds from previous years may be available if matching funds are secured. Programmed funds represent a placeholder until it is determined what operations and services will be implemented in the urbanized area. ITD acts as the interim sponsor until decisions are made.

***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**

<b>Projects</b>	<b>Federal</b>	<b>State</b>	<b>Local/Other</b>	<b>TOTAL</b>	<b>Percent</b>
<b>System<sup>1</sup></b>	45,759,000	6,389,000	707,000	52,855,000	61.9%
<b>Bridge<sup>2</sup></b>	6,661,000	4,547,000	553,000	11,761,000	13.8%
<b>Pavement<sup>3</sup></b>	5,314,000	3,039,000	286,000	8,639,000	10.1%
<b>Bicycle and Pedestrian<sup>4</sup></b>	1,932,000	0	154,000	2,086,000	2.4%
<b>Planning<sup>5</sup></b>	2,268,000	0	259,000	2,527,000	3.0%
<b>Public Transportation</b>	5,360,000	0	2,165,000	7,525,000	8.8%
<b>TOTAL</b>	<b>\$67,294,000</b>	<b>\$13,975,000</b>	<b>\$4,124,000</b>	<b>\$85,393,000</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

Project categories generally have been constant. However, there was a large increase of more than 10% in system projects. Due to this, all other categories decreased slightly. Despite this, the percent (high to low) remained in the same order as last year. As mentioned previously in the TIP, funding for public transportation at this point is yet to be determined. However, funding amounts remained programmed as they have been in the past.

### ***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. 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>	15,727,151	69%
<b>Expansion and Reconstruction</b>	7,007,778	31%
<b>TOTAL</b>	<b>\$22,734,929</b>	<b>100%</b>

Source: Cities of Ammon, Idaho Falls, Iona and Bonneville County 2005-2018 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 will potentially be available for operational and maintenance type projects.

It should be noted that historically, when only considering state and local revenues annually set-aside for transportation improvements by the local jurisdictions, approximately 74% are used on operations and maintenance while only 26% 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>	2,742,183	17%
<b>State</b>	6,888,088	44%
<b>Local</b>	6,096,880	39%
<b>TOTAL</b>	<b>\$15,727,151</b>	<b>100%</b>

Source: Cities of Ammon, Idaho Falls, Iona and Bonneville County 2005-2019 Annual Road and Street Financial Reports and ITD Headquarters and District 6

Table VI indicates that over three quarters 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. Only 17% 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 more than \$15 million annually is adequate to operate and maintain the current roadway system.

■ **Public Transportation**

Because federal funds with local/other matching funds are solely used to operate and maintain the public transportation system, under normal circumstances available revenues equal the costs programmed in the TIP.

Previously, around 57 percent or more of anticipated revenue was used to operate and maintain the current system, while 43 percent was spent on capital items. A start-up of new services that may be contracted to a provider could change the use of operations/maintenance versus the need to acquire capital such as rolling stock.

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 a yet to be determined public transportation system.

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: Darrell M. West Date: 9/30/20

Darrell M. West  
Director



**Figure 1**

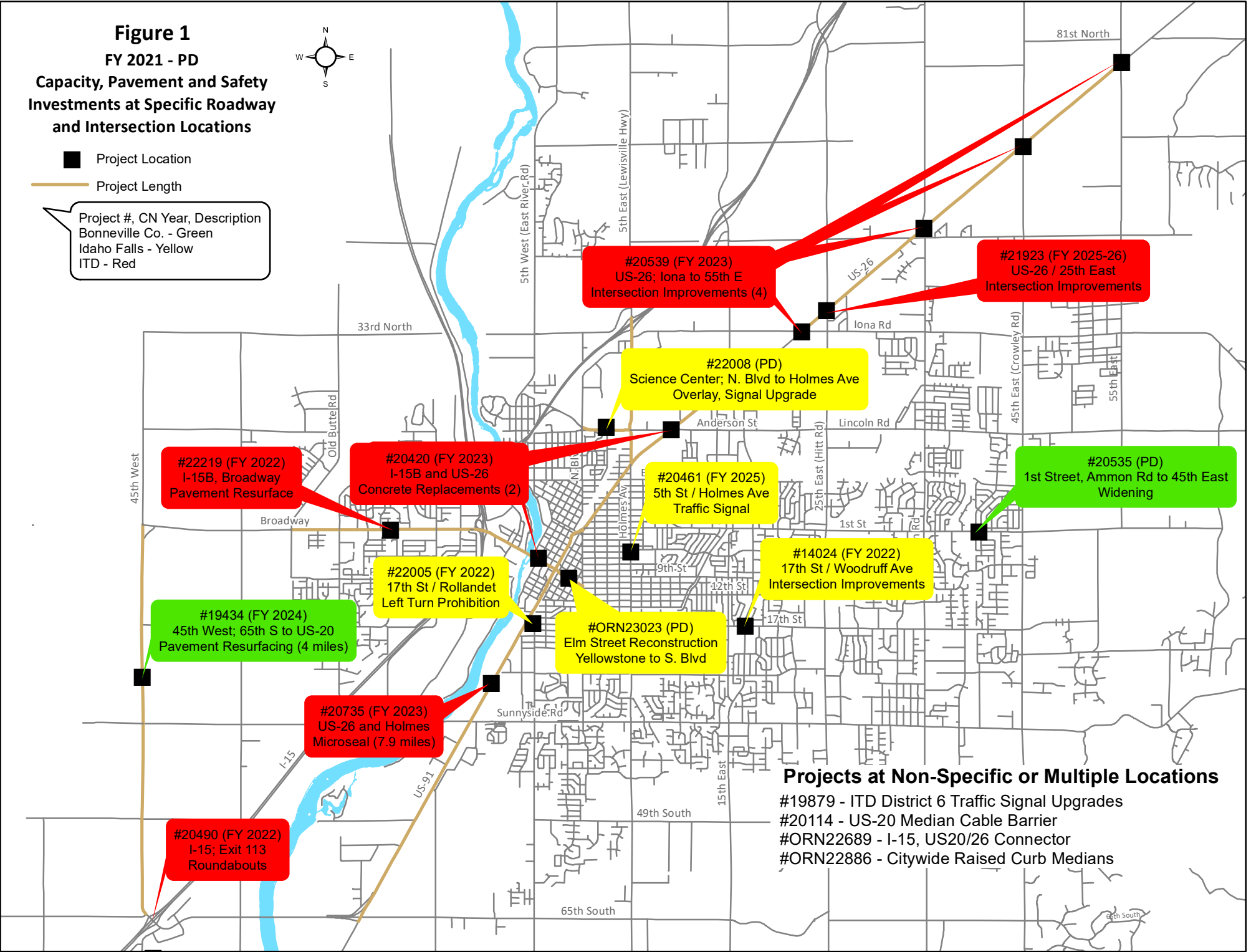
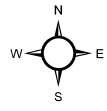
**FY 2021 - PD**

**Capacity, Pavement and Safety Investments at Specific Roadway and Intersection Locations**

■ Project Location

— Project Length

Project #, CN Year, Description  
Bonneville Co. - Green  
Idaho Falls - Yellow  
ITD - Red



#20539 (FY 2023)  
US-26; Iona to 55th E  
Intersection Improvements (4)

#21923 (FY 2025-26)  
US-26 / 25th East  
Intersection Improvements

#22008 (PD)  
Science Center; N. Blvd to Holmes Ave  
Overlay, Signal Upgrade

#22219 (FY 2022)  
I-15B, Broadway  
Pavement Resurface

#20420 (FY 2023)  
I-15B and US-26  
Concrete Replacements (2)

#20461 (FY 2025)  
5th St / Holmes Ave  
Traffic Signal

#20535 (PD)  
1st Street, Ammon Rd to 45th East  
Widening

#22005 (FY 2022)  
17th St / Rollandet  
Left Turn Prohibition

#14024 (FY 2022)  
17th St / Woodruff Ave  
Intersection Improvements

#19434 (FY 2024)  
45th West; 65th S to US-20  
Pavement Resurfacing (4 miles)

#ORN23023 (PD)  
Elm Street Reconstruction  
Yellowstone to S. Blvd

#20735 (FY 2023)  
US-26 and Holmes  
Microseal (7.9 miles)

#20490 (FY 2022)  
I-15; Exit 113  
Roundabouts

**Projects at Non-Specific or Multiple Locations**

- #19879 - ITD District 6 Traffic Signal Upgrades
- #20114 - US-20 Median Cable Barrier
- #ORN22689 - I-15, US20/26 Connector
- #ORN22886 - Citywide Raised Curb Medians

**Figure 2**

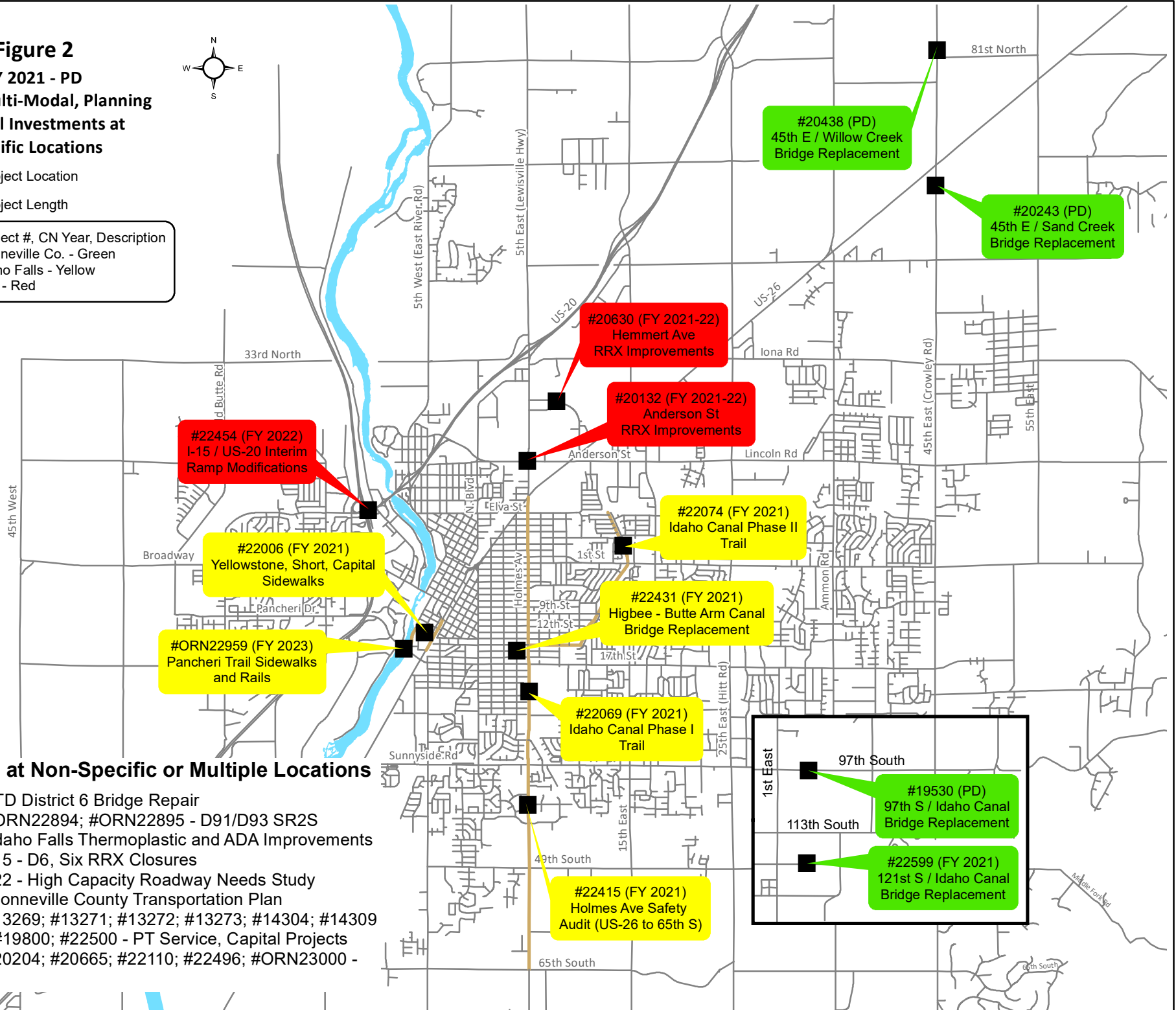
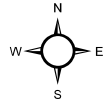
**FY 2021 - PD**

**Bridge, Multi-Modal, Planning  
and Rail Investments at  
Specific Locations**

■ Project Location

— Project Length

Project #, CN Year, Description  
Bonneville Co. - Green  
Idaho Falls - Yellow  
ITD - Red



**Projects at Non-Specific or Multiple Locations**

- #20189 - ITD District 6 Bridge Repair
- #22041; #ORN22894; #ORN22895 - D91/D93 SR2S
- #22416 - Idaho Falls Thermoplastic and ADA Improvements
- #ORN23015 - D6, Six RRX Closures
- #ORN23022 - High Capacity Roadway Needs Study
- #22009 - Bonneville County Transportation Plan
- #13268; #13269; #13271; #13272; #13273; #14304; #14309
- #19406; #19800; #22500 - PT Service, Capital Projects
- #14306; #20204; #20665; #22110; #22496; #ORN23000 -

## Metropolitan Transportation Planning Process Self-Certification

In accordance with 23 CFR 450.220, the Idaho Department of Transportation and the Bonneville Metropolitan Transportation 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 U.S.C. 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

  
\_\_\_\_\_

Darrell West, Director

9/30/20  
\_\_\_\_\_

Date

Idaho Transportation Department

**Kenneth Kanownik**  
**AICP**  
\_\_\_\_\_

Digitally signed by Kenneth  
Kanownik AICP  
Date: 2020.09.29 13:12:49 -06'00'

Ken Kanownik, Planning Services Section  
Division of Engineering Services

\_\_\_\_\_

Date

## **Appendix A- Prior Year Active Projects**

# Prior Year Projects

BMPO Prior Year Projects

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

Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
11686	SMA-7406, PANCHERI DR; BELLIN RD TO SKYLINE DR, IDAHO	6	2014	Federal-Aid, Local Road System	IDAHO FALLS	Awarded (or equiv.)	4,546,555.00
12465	I 15, FY15/16 D6 PAVEMENT STRIPING	6	2016	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	587,102.00
13132	SMA-7086, GRANDVIEW DR; SKYLINE DR TO SATURN AVE	6	2016	Federal-Aid, Local Road System	IDAHO FALLS	Awarded (or equiv.)	2,446,435.00
13134	LOCAL, TRAFFIC SIGNAL REMOVAL STUDY	6	2013	Federal-Aid, Local Road System	IDAHO FALLS	Project Closed	104,000.00
13585	SMA-7406, 17TH ST; HOLMES TO S WOODRUFF, IDAHO FALLS	6	2018	Federal-Aid, Local Road System	IDAHO FALLS	Awarded (or equiv.)	1,529,911.00
17th St Holmes to Woodruff: This is a pavement preservation project consisting primarily of a mill of the existing surface and plant mix overlay of the roadway along 17th St between Holmes and Woodruff. There will be some concrete work on the intersection corners to address ADA concerns as well.							
13586	LOCAL, IDAHO FALLS CITYWIDE MICROSURFACES	6	2019	Federal-Aid, Local Road System	IDAHO FALLS	PS&E (or equiv.)	1,045,000.00
The purpose of this project is to maintain various road surfaces throughout Idaho Falls by sealing the surface against water infiltration and embedding chips to improve traction to the roadway. Work includes brooming the road surface of debris, sealcoating the full width of the roadway, brooming excess chips from the roadway, and painting stripes.							
13599	SMA-7276, 1ST & AMMON SIGNALIZATION, IDAHO FALLS	6	2014	Federal-Aid, Local Road System	BONNEVILLE COUNTY	Project Closed	445,042.97
14049	LOCAL, ADA SIDEWALK IMPROVEMENTS STG 2, IDAHO FALLS	6	2020	Federal-Aid, Local Road System	IDAHO FALLS	PS&E (or equiv.)	327,000.00
The City of Idaho Falls is working on a transition plan to upgrade all of the street crossings to meet the current ADA compliance guidelines. This project complements and enhances the effort and work that has been completed to date on the city-wide street system in the neighborhoods and schools where street overlay projects are coordinated less often. This project will increase safety for up to 40 ramp locations. Pedestrians, including children and disabled patrons in these areas, may focus their attention better on monitoring for traffic and street obstructions as their effort to overcome high-back curb crossings will be mitigated.							
14051	US 20, FY15 44 ADA RAMPS, IDAHO FALLS	6	2015	State Funded Program	IDAHO FALLS	Project Closed	60,000.00
14052	STP-7316, INT HOLMES AVE & 1ST ST, IDAHO FALLS	6	2016	Federal-Aid, Local Road System	IDAHO FALLS	Project Closed	391,470.00
This project will reconstruct the intersection of Holmes Ave. and 1st St. in Idaho Falls. This project will add an eastbound left turn lane by reconstructing the northwest corner and installing protected/permissive left turn control phasing.							
14053	SMA-7406, 17TH ST SAFETY AUDIT, IDAHO FALLS	6	2015	Federal-Aid, Local Road System	IDAHO FALLS	Project Closed	89,271.19
14060	OFFSYS, GREAT WESTERN CNL BR, BONNEVILLE CO	6	2020	Federal-Aid, Local Road System	BONNEVILLE COUNTY	Awarded (or equiv.)	1,813,740.54
This project is intended to replace the Great Western Canal Bridge which is located at 2982 West 33rd North. The existing structure is a two lane bridge located on a rural major collector county road. The sufficiency rating indicates that replacement is in dire need.							
14352	LOCAL, SCHOOL VICINITY ADA RAMPS, IDAHO FALLS	6	2015	Federal-Aid, Local Road System	IDAHO FALLS	Awarded (or equiv.)	285,961.00
18735	STC-7117, 9TH ST; BONNEVILLE/ PED XINGS, IDAHO FALLS	6	2017	Federal-Aid, Local Road System	IDAHO FALLS	Awarded (or equiv.)	138,320.26
This project will improve the safety of crosswalks in Idaho Falls along 9th St.. This will be accomplished by installing thermoplastic markings to improve visibility of crossing locations and improve the safety of all forms of travel.							
18804	LOCAL, FY19 BMPO METRO PLANNING	6	2019	Federal-Aid, Local Road System	BONNEVILLE METROPOLITA	Project Closed	271,894.09
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.							
18811	SMA-7276, SOUTH BLVD CORRIDOR RRFB LIGHT, IDAHO FALLS	6	2016	Federal-Aid, Local Road System	IDAHO FALLS	Awarded (or equiv.)	335,369.24
This project will install Rectangular Rapid Flashing Beacons at 3 Pedestrian Crossings along S. Boulevard between Sunnyside Road and Yellowstone Hwy in Idaho Falls. The rectangular rapid flashing beacons will provide safer crossings for the public and will include updated pedestrian ramps, striped crosswalks, and signing to alert motorists of the presence of pedestrians and/or cyclists.							
18898	STC-7116, N CAPITAL AVE & ELM ST SAFETY AUDIT, ID FALLS	6	2016	Federal-Aid, Local Road System	IDAHO FALLS	Project Closed	41,243.66
This project will perform a comprehensive safety audit for N. Capital Ave. and Elm St. in the Idaho Falls downtown area. The audit will include a comprehensive analysis of existing crash data, roadway geometry, signing, striping, pedestrian treatments and intersection traffic control to gain a better understanding of the underlying issues contributing to crashes.							
18931	US 20, FY16 39 ADA RAMPS, IDAHO FALLS	6	2016	State Funded Program	IDAHO FALLS	Project Closed	59,905.00
This project will increase safety in Idaho Falls by funding improvements to pedestrian facilities such as sidewalks, cross-walks and curbs to make them more accessible for people with disabilities.							
18951	SMA-7086, INT BELLIN & GRANDVIEW ELEVATION, IDAHO FALLS	6	2016	Federal-Aid, Local Road System	IDAHO FALLS	Project Closed	127,865.32

# Prior Year Projects

BMPO Prior Year Projects

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

Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
18995	STC-7486, 12TH ST/IDAHO CANAL BR, IDAHO FALLS	6	2019	Federal-Aid, Local Road System	IDAHO FALLS	PS&E (or equiv.)	1,707,624.45
This project will replace the bridge structure on 12th street over the Idaho Canal in Idaho Falls. This current 52 year old structure has a wearing surface that is becoming unsafe for travelers. Replacement of the bridge will provide a safer travel route, and restore connectivity for school busing, garbage collection, and other heavy vehicles.							
19027	SMA-7456, IONA RD RRX, NR IDAHO FALLS	6	2017	Federal-Aid, Local Road System	STATE OF IDAHO (ITD)	Project Closed	213,000.00
This project will improve safety at the Iona Road railroad crossing in Idaho Falls by replacing the existing planking that is in disrepair, the crossing signals and RR crossing gates. Minor pavement and foundation work will also occur adjacent to the railroad crossing.							
19048	SMA-7166, LOMAX & F ST FLASHING STOP SIGNS, IDAHO FAL	6	2016	Federal-Aid, Local Road System	IDAHO FALLS	Project Closed	200,619.00
This project will replace standard stop signs with flashing LED stop signs in Idaho Falls. Two specific corridors are targeted with this proposed project. Included are the Lomax Street corridor at the intersections with Fanning Ave, Wabash Ave, and Freeman Ave and the F Street corridor at the intersections with Shoup Ave, Park Ave and Capital Ave.							
19135	OFFSYS, W SNAKE RV GREENBELT, IDAHO FALLS	6	2016	Federal-Aid, Local Road System	IDAHO FALLS	Awarded (or equiv.)	794,960.00
19472	STATE, FY20 D6 BRIDGE REPAIR	6	2020	Federal-Aid, State Highway Syste	STATE OF IDAHO (ITD)	Awarded (or equiv.)	2,697,555.00
This project will repair various bridges on the State and National Highway Systems within District 6.							
19494	LOCAL, FY20 BMPO METRO PLANNING	6	2020	Federal-Aid, Local Road System	BONNEVILLE METROPOLITA	Awarded (or equiv.)	345,441.38
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.							
19694	STP-7316, INT HOLMES AVE & ELVA ST, IDAHO FALLS	6	2017	Federal-Aid, Local Road System	IDAHO FALLS	Awarded (or equiv.)	391,793.00
This project will install safety improvements at the intersection of Holmes Ave. and Elva St. in Idaho Falls. This will be accomplished by adding full pedestrian signal treatments, improved illumination on two of the signal poles and replacement of the span-wire signal system. This will enhance safety for all users.							
19827	OFFSYS, FY19 BONNEVILLE/IDAHO FALLS D93/91 SR2S	6	2020	Federal-Aid, Local Road System	MISCELLANEOUS	Awarded (or equiv.)	60,000.00
This SR2S non-infrastructure project is an effort to encourage elementary students in School District 91 and School District in 93 to walk and ride their bikes to school.							
19896	US 26, FY19 D6 SIGNALS UPGRADE	6	2018	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	408,965.00
This project will maintain safe and operational highway facilities by replacing signal systems at various locations.							
19953	OFFSYS, FY17 BONNEVILLE/IDAHO FALLS D93/91 SR2S	6	2017	Federal-Aid, Local Road System	MISCELLANEOUS	Development	60,000.00
This SR2S non-infrastructure project is an effort to encourage elementary students in School District 91 and School District in 93 to walk and ride their bikes to school.							
20056	STC-7336, N BLVD UPRR RRX, IDAHO FALLS	6	2020	Federal-Aid, Local Road System	IDAHO FALLS	Awarded (or equiv.)	210,000.00
Replace planking with insulated concrete planking.							
20065	STATE, I-15/US-20 CONNECTOR STUDY	6	2020	Federal-Aid, State Highway Syste	STATE OF IDAHO (ITD)	Development	4,176,900.00
Continue the District program of inventorying assets and assessing their condition.							
20067	LOCAL, SIGNAL HEAD VISIBILITY IMPRV, IDAHO FALLS	6	2019	Federal-Aid, Local Road System	IDAHO FALLS	Awarded (or equiv.)	391,514.00
This project will improve signalized intersection safety at traffic signals citywide by increasing signal head visibility with the following improvements: Reflectorized Back Plates with retroreflective sheeting and Side-mount Signal Heads on the signal poles.							
20086	SMA-7406, 17TH ST CURB MEDIANS, IDAHO FALLS	6	2018	Federal-Aid, Local Road System	IDAHO FALLS	Awarded (or equiv.)	195,028.93
This projects will improve safety through the installation of median curb at selected locations on 17th Street. A Road Safety Audit identified safety concerns relating to left turn movements into and out of driveways that are located in close proximity to signalized intersections in the corridor and recommended the installation of median curb to restrict turn movements.							
20101	US 20B, N HOLMES TO US 20 IC, IDAHO FALLS	6	2018	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	979,606.00
The scope of work for this project is to mill 0.15 feet (1.8 inches) of the existing pavement. This will remove any cracking or spalling that exists in the pavement. A 0.15 feet (1.8 inch) inlay will be constructed. This will keep the roadway and lip of existing gutters at the same elevation to provide for positive drainage of the roadway. The milling will have to be done around all existing utilities such as manhole and valves. All ADA ramps will be evaluated and replaced if they are non-standard. The existing striping shall be documented and replaced in kind. Coordination with the City of Idaho Falls will have to be done in order to not have any conflicts with any of the cities activities. This project will be companioned with the York Road to Holmes project as they are the same process and area.							
20124	US 91, YORK RD TO HOLMES AVE, IDAHO FALLS	6	2018	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	2,566,900.00
The scope of work for this project is to mill 0.15 feet (1.8 inches) of the existing pavement. This will remove any cracking or spalling that exists in the pavement. A 0.15 feet (1.8 inch) inlay will be constructed. This will keep the roadway and lip of existing gutters at the same elevation to provide for positive drainage of the roadway. The milling will have to be done around all existing utilities such as manhole and valves. All ADA ramps will be evaluated and replaced if they are non-standard. The existing striping shall be documented and replaced in kind. Coordination with the City of Idaho Falls will have to be done in order to not have any conflicts with any of the cities activities. This project will be companioned with the North Holmes to US 20 IC project as they are the same process and area.							

# Prior Year Projects

BMPO Prior Year Projects

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

Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
20168	OFFSYS, FY18 BONNEVILLE/IDAHO FALLS D93/91 SR2S	6	2018	Federal-Aid, Local Road System	MISCELLANEOUS	Awarded (or equiv.)	60,000.00
This SR2S non-infrastructure project is an effort to encourage elementary students in School District 91 and School District in 93 to walk and ride their bikes to school.							
20303	LOCAL, BEACONS AND SIGNALIZATION, BONNEVILLE CO	6	2017	Federal-Aid, Local Road System	BONNEVILLE COUNTY	Project Closed	73,149.02
Flashing beacons on North-South arterials at 1st East, 25th East, and 25th East.							
20473	SMA-7076, LINDSAY BLVD CURVES SUPERELEVATION, IDAH	6	2020	Federal-Aid, Local Road System	IDAHO FALLS	PS&E (or equiv.)	475,000.00
The Lindsay Boulevard Curves Super-Elevation Improvement project is located in/near the City of Idaho Falls in Bonneville County and will improve roadway safety with improvements to the super-elevation and curve radii at two closely spaced curves to reduce/eliminate serious injury crashes and fatalities. There is a railroad crossing through the middle of this project which needs addressed during Project Development.							
20499	LOCAL, THERMOPLASTIC & ADA IMPRV, IDAHO FALLS	6	2020	Federal-Aid, Local Road System	IDAHO FALLS	PS&E (or equiv.)	369,545.00
The Thermoplastic and ADA Improvements project is located in the City of Idaho Falls in Bonneville County and will improve pedestrian/bike safety with the installation of thermoplastic stop bars and crosswalks at approximately 60 locations and includes ADA upgrades at these same 60 locations to reduce/eliminate serious injury crashes and fatalities.							
20516	OFFSYS, E RV RD (N 5TH W) CURVE IMPRV, BONNEVILLE CO	6	2020	Federal-Aid, Local Road System	BONNEVILLE COUNTY	Development	234,000.00
The East River Road (N 5th W) Curve Safety Improvement project is located in/near the City of Idaho Falls in Bonneville County and will improve roadway safety with the flattening of the horizontal curve to reduce/eliminate serious injury crashes and fatalities.							
20625	US 20, FY19 IDAHO FALLS 5 ADA RAMPS	6	2018	State Funded Program	IDAHO FALLS	Awarded (or equiv.)	30,000.00
Construct five Americans with Disabilities Act ramps along US-20 in Idaho Falls.							
20627	LOCAL, PAVEMENT MGT SYSTEM, IDAHO FALLS	6	2019	Federal-Aid, Local Road System	IDAHO FALLS	Awarded (or equiv.)	75,000.00
Purchase and implement pavement management system software for the City of Idaho Falls.							
22040	LOCAL, FY20 IDAHO FALLS SRTS COORDINATOR & ACTIVITIE	6	2020	Federal-Aid, Local Road System	IDAHO FALLS	Awarded (or equiv.)	64,753.00
This project provides for Safe Routes To School program personnel, education materials, encouragement incentives, special events and indirect costs.							