

**Fiscal Year 2016  
Metropolitan Transportation Improvement Program  
(TIP)**

**Approved BTPO Policy Board September 14, 2015  
Change 1 Approved BTPO Policy Board November 3, 2015**

**Pocatello, Chubbuck and Bannock County**

**Transportation Project for Fiscal Years 2016, 2017, 2018 and 2019**

**(Projects and programs for fiscal year 2020 and Preliminary Development included for information purposes.)**



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## **Introduction**

### **About the Bannock Transportation Planning Organization (BTPO)**

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

Serving as a regional partnership between the City of Pocatello, City of Chubbuck, Bannock County, Idaho Transportation Department (ITD), Idaho Department of Environmental Quality (IDEQ) and federal partners, BTPO provides a forum to address transportation and air quality issues.

### **Purpose of Document**

The purpose of the Transportation Improvement Program (TIP) is to provide information to the Idaho Transportation Department, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the public and other interested parties on federally funded projects that will occur over the next four years. The TIP also demonstrates that Bannock Transportation Planning Organization has met the requirements of the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) through the development of a Transportation Improvement Program. The TIP is consistent with the 2035 Metropolitan Transportation Plan approved December 6, 2010.

This document provides a TIP that is financially constraint and represents BTPO's regional priorities for expenditures of federal funds for fiscal years 2016-2019. Projects within the TIP, once approved by the BTPO Policy Board and the Idaho Transportation Board, will be included in the Idaho Transportation Investment Program (ITIP) by reference. The ITIP, including the conformity determination of the TIP, must also be approved the FHWA and FTA.

### **Metropolitan Planning Requirements**

Federal law requires all metropolitan areas to maintain a continuous, cooperative and comprehensive planning process when developing programs, projects and strategies. It considers eight planning factors, which are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
2. Increase safety of the transportation system for motorized and non-motorized users;
3. Increase security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistence between transportation improvements and State and local planned growth and economic development patterns;

6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient systems management and operations; and
8. Emphasize the preservation of the existing transportation system.

To carry out the planning requirements, BTPO produces a Metropolitan Transportation Plan (MTP), Unified Planning Work Program (UPWP) and Transportation Improvement Program (TIP). BTPO's program plans are available to the public and interested parties on the web at [www.bannockplanning.org](http://www.bannockplanning.org).

### **Metropolitan Transportation Plan (MTP)**

The Metropolitan Transportation Plan, sometimes called the Long Range Transportation Plan (LRTP), is a twenty year multimodal performance based strategy developed to guide investments of public funds. Most MTP including BTPO's covers 25 years. The MTP establishes a vision for the future transportation system and develops plans, programs and projects that support the goals. The MTP also has performance measures which assist in tracking progress made over the life of the Plan. The MTP is updated every four years and may be amended as a result of changes in federal, state or local needs.

### **Unified Planning Work Program (UPWP)**

The UPWP is a one year plan developed to focus transportation planning efforts in the region. All federally funded planning activities must be listed in the UPWP regardless of the sponsor. This allows the planning efforts to be coordinated throughout the metropolitan area.

### **Transportation Improvement Program (TIP)**

The Transportation Improvement Program is a listing of all federally funded transportation projects within Bannock Transportation Planning Organization's planning area. The TIP provides a prioritized, four year list of projects planned for the BTPO area. In addition, the TIP includes two additional years for planning purposes. Fiscal year 2020 is a planning year for projects which have been developed to the point they are ready to move into the TIP the following year. The other planning year, Preliminary Development (PD), is for projects as they start the project development process. Projects in this category can remain in PD for several years depending upon the complexity of the project. PD allows for early identification, design and public notification of highway projects. The TIP includes all modes of surface transportation.

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

### **Idaho Transportation Investment Program (ITIP)**

The TIP includes projects and programs within BTPO's metropolitan planning area. ITD develops a five year ITIP which includes projects for the six metropolitan areas within Idaho and also includes all federally funded projects within the state regardless of mode of transportation or location. The ITIP meets the federal requirements of MAP-21. ITD and BTPO coordinate in development of projects within BTPO's urban area. Upon adoption, each project within the

BTPO's TIP, within federal fiscal years 2016 – 2019, will become part of the ITIP by reference. The ITIP is available online at <http://www.itd.idaho.gov/itip/default.htm>.

## Coordination with other Plans and Programs

The TIP is the implementation document of the MTP and it ensures that the plan's vision can be developed. The MTP is the long range vision and there are many other plans and programs which address specific issues or programs within the metropolitan area. The other plans and programs need to be coordinated with TIP and the MTP to ensure that programs are consistent. Those efforts include:

- **Idaho Strategic Highway Safety Plan:** The Strategic Highway Safety Plan (SHSP) provides a comprehensive approach to improving the transportation safety within Idaho. The SHSP also distributes a specific amount of funds towards activities and programs which address the safety issues within the state. The SHSP was updated in 2013 as part of a statewide coordinated effort. The Idaho Strategic Highway Safety Plan can be viewed online at <http://www.itd.idaho.gov/ohs/SHSP.htm>.
- **Regional Intelligent Transportation Systems (ITS) Architecture:** BTPO works with ITD, regional and local agencies to develop a regional Intelligent Transportation Systems (ITS) Architecture development plan. ITD developed an ITS plan for each of their six districts. Local agencies and MPO's were encouraged to add systems that would address specific issues not included in the regional plan. The Idaho ITS Strategic Plan Update was completed in 2011. Additionally, there was a transit component called the Idaho Transit Technology Plan (2011) which addresses specific needs of transit providers.
- **Coordinated Human Services Transportation Plan (CHSTP):** The Coordinated Human Services Transportation Plan (CHSTP) documents the local coordination process for funding and delivery of public transportation services designed for the elderly, persons with disabilities and low-income individuals. The Plan, adopted in 2013, sets the regional priorities and process for selecting projects which improve access to public transportation.
- **Federal Transit Administration Program of Project:** BTPO works annually with Pocatello Regional Transit (PRT), the designated recipient of Section 5307 funds, to develop the Program of Projects (POP). PRT has elected to coordinate public involvement requirements with BTPO for the POP. As such, the TIP serves to meet the FTA requirements for public participation in development of the POP for PRT. The transit project listed in this TIP will be included in the POP.

## Program Development

The FY 2016-2019 TIP is a four-year program of planned transportation projects that are from, or consistent with, the BTPO adopted 2040 Metropolitan Transportation Plan. The TIP is an opportunity to fund and implement the 2040 MTP, therefore BTPO works with member agencies and the public to take full advantage of funding opportunities. The following sections describe funding sources and procedures used to select candidate projects.

## **Federal Sources**

MAP-21 was signed into law on July 6, 2012. The law made some changes in federal transportation funding programs under SAFETEA-LU. Some of these programs are still undergoing rule making procedures administered by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The programs determine how federal funds can be used. Federal Funds are limited to roadways classified as collectors, arterials and interstates with few exceptions. The TIP was developed using the latest approved guidance from FHWA and FTA

### **Federal Highway Administration**

- National Highway Performance Program (NHPP) – The NHPP provides support for the condition and performance of the National Highway System (NHS) for the construction of new facilities on the NHS and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward achievement of performance targets established in a State's asset management plan for the NHS.
- Surface Transportation Program (STP) – The STP provides flexible funding that may be used by States and localities for projects to preserve and improve conditions and performance on any Federal-aid highway, bridge and/or tunnel project on any public road, pedestrian and bicycle infrastructure and transit capital projects, including intercity bus terminals.
- Highway Safety Improvement Program (HSIP) – MAP-21 continues the HSIP to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.
- Transportation Alternatives Program (TAP) – MAP-21 establishes a new program to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. The TAP replaces funding from pre-MAP-21 programs including Transportation Enhancements, Recreational Trails, Safe Routes to School and several other discretionary programs, combining them into a single funding source. TAP funds are primarily dedicated to non-motorized activities such as bicycle and pedestrian facilities.
- Congestion Mitigation/Air Quality (CMAQ) – Funds are used for projects that assist in the maintenance and improvement of air quality as well as mitigation of transportation congestion.

### **Federal Transit Administration (FTA)**

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

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

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

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

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

Operations – Funds cover operation of transit system.

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

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

## **State and Local Funded Program**

State funded projects are included in the TIP for information. These projects are not required to be included in the TIP unless they are regionally significant. Unlike state funds, locally funded projects are only included in the TIP if they are regionally significant.

## **TIP Development Process**

The majority of projects identified in the TIP are federally funded. MAP-21 identifies various funding categories and the project selection requirements for each category. In general there are funding types where project selection is completed at the metropolitan level and those which take place at the state level either through the Idaho Department of Transportation or through the Local Highway Technical Assistance Council. How candidate projects are prioritized and selected depends on the highway system, type and funding program. In the BTPO metropolitan area the follow funding categories and types exist:

- Non-State Highway Collectors and Arterials
- State Highway Roads
- Federal Transit Administration Programs
- Statewide Competitive Programs

## **Identifying and Evaluating Non-State Highway Facilities Candidate Projects**

The Idaho Transportation Board has adopted a policy to dedicate a certain portion of the Surface Transportation Program for areas with populations from 5,000 – 200,000 to the Urban Committee. This committee makes recommendations to the Idaho Transportation Board on the Urban Program. The Committee comprised of MPOs and the LHTAC work cooperatively to develop a five year program. Each member, including BTPO, developed their own project prioritization and selection process.

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

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

There was not a call for projects for the non-state highway program this fiscal year.

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

### **Identifying and Evaluating State Highway Candidate Projects**

BTPO works cooperatively with the Idaho Transportation Department on the identification and selection of projects within the metropolitan areas which are located on state highways. Most project types such as pavement preservation, bridge and safety are all based on performance criteria. All ITD projects recommended from these performance based programs are reviewed for compatibility with the MTP. For expansion based projects the prioritization occurs in the MTP and candidate projects are selected from the list of needed projects.

### **Federal Transit Administration Programs**

The FTA program selection is determined by the section of FTA funds. Section 5307 funds are directly awarded to the transit provider. BTPO and PRT work cooperatively though development of plans to determine the best use of these funds annually. Section 5339 is another category where a cooperatively developed project list is determined. Needs are determined through short and long range transit plans where a list of projects is developed. The decision of when to replace buses is made through a capital replacement program. An estimated four new buses will be purchased over the four years of the TIP.

Section 5310 program projects are selected through the Coordinated Transportation Human Service Plan (CTHSP). All projects selected through this program must come from the CTHSP. There was not a call for projects this fiscal year but Key #18922 Bus Transfer Station at 7<sup>th</sup> and Sherman, listed in the FY 2015 TIP, was delayed and increased to \$200,000.

### **Statewide Competitive Programs**

Bridge and safety programs are selected through programs developed on a statewide level. The bridge program and safety projects not on a state highway are identified through programs

administered by LHTAC. More information on LHTAC programs can be found online at <http://lhtac.org/programs/>.

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

Bridge and safety projects on State Highways are selected through the ITD process and submitted to BTPO for inclusion in the TIP. Those projects are evaluated for consistency with the MTP. As with local projects safety projects are often developed cooperatively prior to applying for funds.

ITD administers the Idaho Community Choices program (<http://itd.idaho.gov/transportation-performance/cci/>) which contains the statewide Transportation Alternative Program. Applications for the program are accepted annually for projects to be constructed in three years. The application process requires coordination with BTPO during the project development process.

## **Air Quality Conformity**

The Portneuf Valley Nonattainment Area (PVNAA) was shown to have met the PM<sub>10</sub> Nation Ambient Air Quality Standards (NAAQS) with approval of the State Implementation Plan (SIP) and Maintenance Plan by the Environmental Protection Agency (EPA) on August 14, 2006 (Federal Register / Vol. 71, No. 134 / Thursday, July 13, 2006). Attainment of the maintenance plan still requires the PVNAA to demonstrate that transportation activities will not cause additional exceedance of the PM<sub>10</sub> NAAQS.

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

Transportation conformity is the process of evaluating planned transportation activities emissions against the Motor Vehicle Emissions Budget (MVEB) established by the SIP. The SIP for the Portneuf Valley Non-Attainment Area was approved by the EPA on August 14, 2006. Due to changes in requirements for air quality modeling an amendment to that SIP and MVEB was submitted in April 2014 and was approved by the EPA with an effective date of September 15, 2014 (Federal Register / Vol. 79, No. 137 / Thursday, July 17, 2014). Requirements and specification for determining transportation conformity are provided in Code of Federal Regulations Title 40 part 93.

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

Latest emissions model, planning assumptions, consultation and emissions budgets are the four basic criteria for a conformity determination on the TIP. The procedure for determining if the TIP conforms to the Clean Air Act and Federal regulations is complex. The procedures and process are described in the Appendix A. The main purpose of this section is to provide a summary of the results of the conformity analysis.

CFR 40 §93.106(d)(1) and CFR 40 §93.106(d)(2) allow modification of the time horizon if the Policy Board in conjunction with IDEQ and other stakeholders agree. BTPO has elected to modify the time frame of the conformity determination. In analyzing the timeframe requirements in CFR 40 §93.106(a)(1), CFR 40 §93.106(d)(1) and CFR 40 §93.118(b)(2) the following horizon or analysis years have been identified:

- Horizon Year 2020 – Last year of the MVEB and within ten years of validation of Travel Demand Model.
- Horizon Year 2025 – Tenth year of the 2040 MTP
- Horizon Year 2040 – The last year of the MTP.

The horizon year 2040 is included for informational purposes only.

Figures 1 through 3 demonstrate that the TIP for the Portneuf Valley Non-Attainment Area (PVNAA) meets the Motor Vehicle Emissions Budget (MVEB) test for all horizon years. The 2020, 2025 and 2040 horizons are compared to the 2020 MVEB.

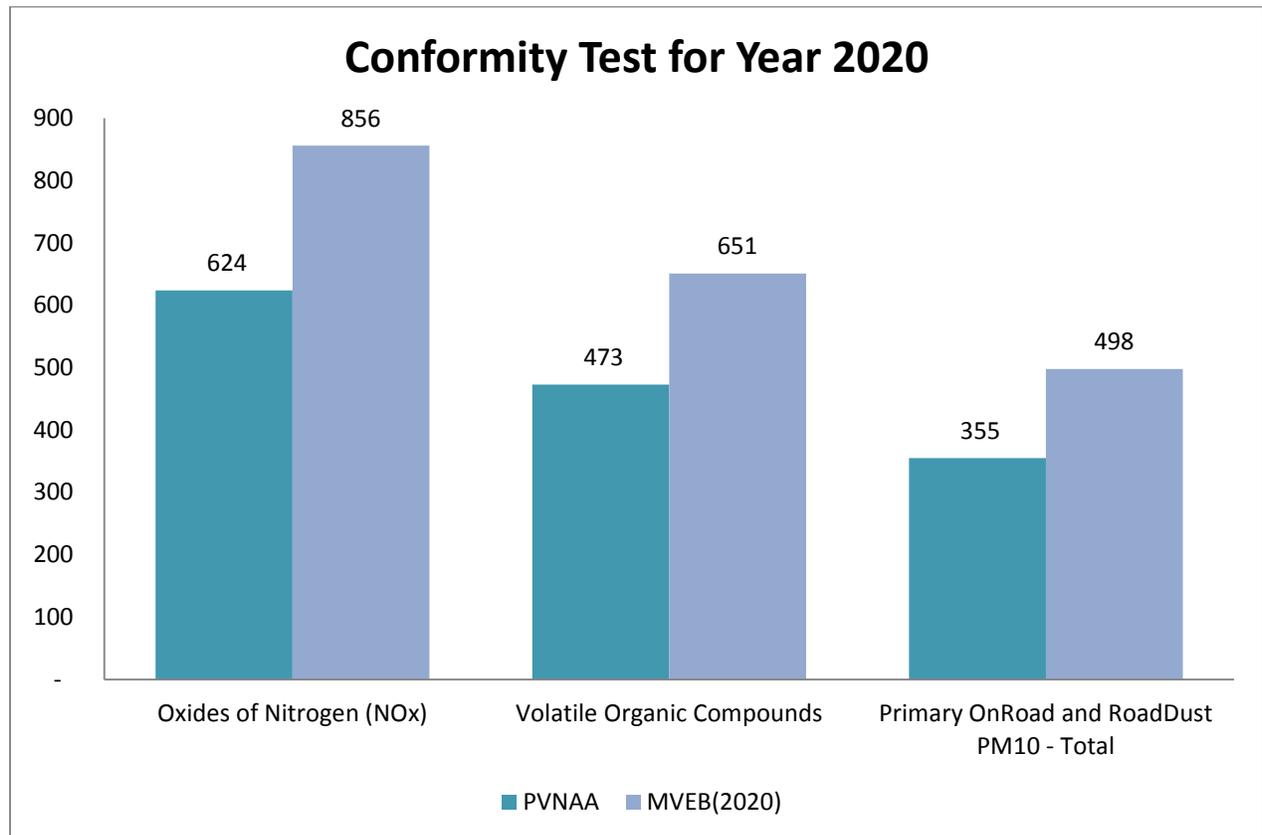


Figure 1: Conformity Test Horizon Year 2020

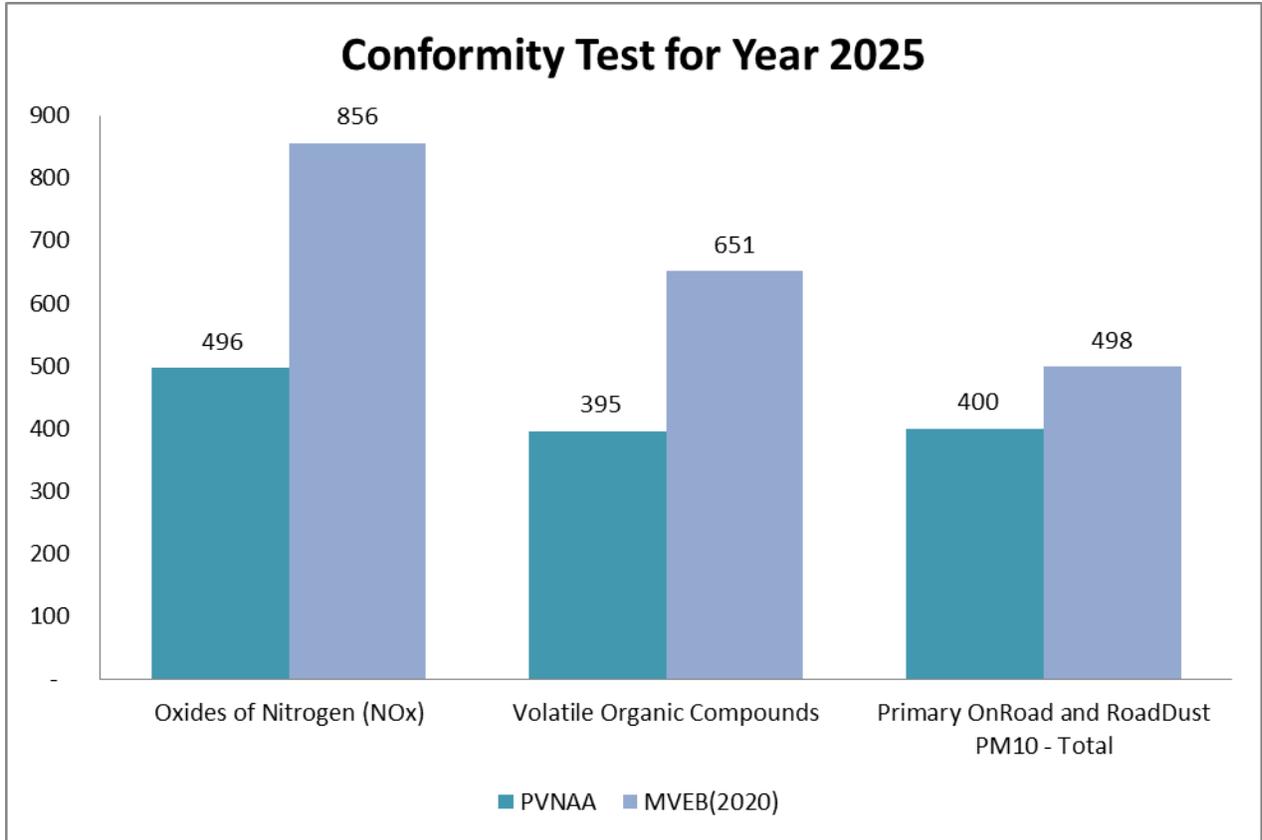


Figure 2: Conformity Test Horizon Year 2025

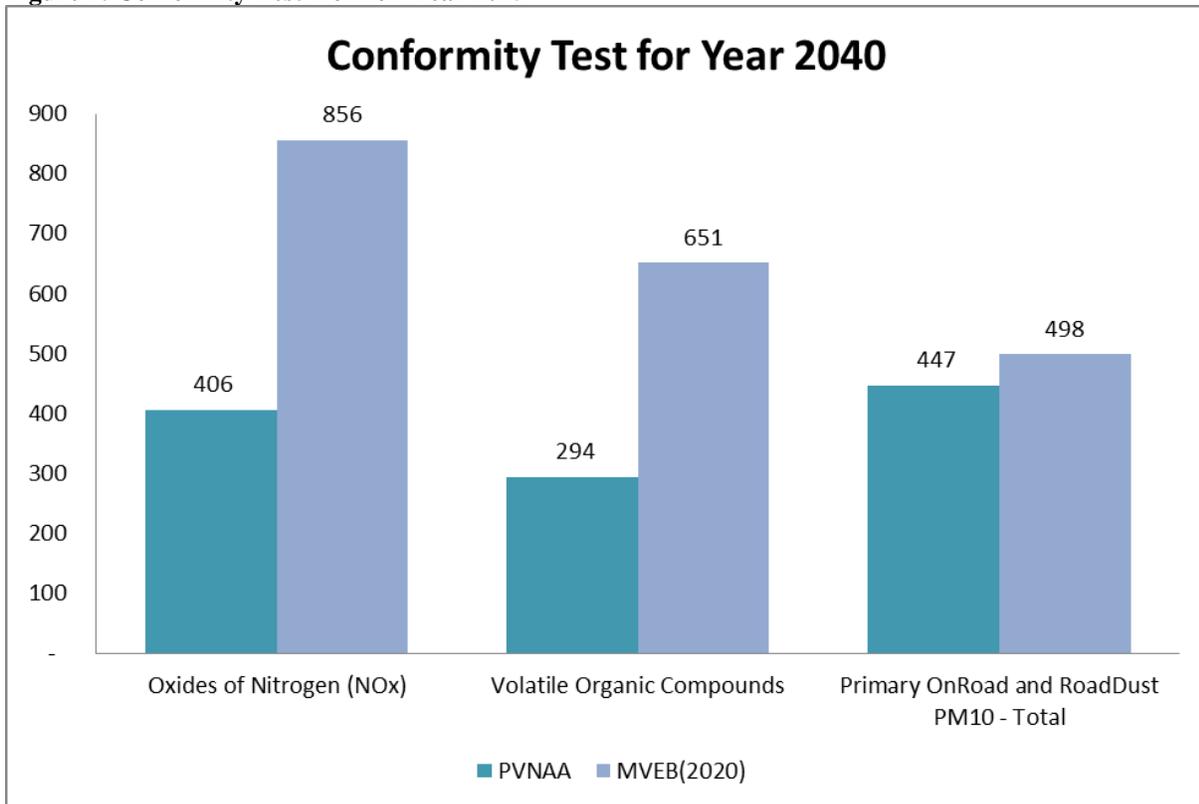


Figure 3: Conformity Test Horizon Year 2040

## Public Involvement and Amendment Process

### Public Involvement

Public involvement in transportation investment decision making is central to accomplishing the vision of the MAP-21. BTPO and our member entities take a proactive, early and continuing approach to the public involvement process by using a variety of techniques throughout project planning, design, construction and operation. This ensures opportunities for the public to contribute in the transportation decision making process. BTPO has an approved Public Involvement Plan which outlines the process and will be used in the development and public review of the TIP.

All outreach activities and comments submitted to BTPO on the draft TIP or conformity determination will be included in Appendix B.

### Amendment Process

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

Amendments of changes to the TIP for projects which are included in the TIP regardless of funding source, sponsor or project administrator must be submitted to BTPO for review and action. Once approved, the TIP is included in the ITIP. Therefore, any changes to either document needs to occur through the same process to ensure accurate information is presented. Due to timing, the action is concurrent with public review and internal review occurring together in most cases. BTPO usually takes the lead for public involvement activities.

The administrative procedures for the amendment process are:

- Sponsor requests a change in project activity, funding or program year
- BTPO determines the required action and submits information to ITD
- Action taken by BTPO and submitted to ITD for modification of ITIP

**Table 1: TIP Amendment Process**

Action or Situation	Public involvement required?	Conformity determination required?	STIP amendment required?
<b>Administrative modification of projects in the TIP</b>			
Minor adjustments in current year project cost	No	No	Yes
Change in key number or fund source	No	No	Yes
<b>Adding/Deleting projects to the TIP</b>			
Adding/Deleting exempt* projects	Yes	No	Yes

Adding/Deleting projects with air quality implications	Yes	Yes	Yes
<b>Shifting of projects within the TIP</b>			
Shifting exempt* projects among the first four years of the TIP	No	No	No
Shifting air quality projects among the first four years of the TIP	No	No	No
Shifting exempt* projects into or out of the first four years of the TIP	Yes	No	Yes
Shifting air quality projects into or out of the first four years of the TIP	Yes	Yes	Yes

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

### Minor Changes

Minor changes include:

- Individual project cost change of 10% or less.
- Group projects total cost change of 10% or less.
- Phasing of a project as long as all phases are included in the TIP.
- Change in project limits less than ¼ mile.

Approval of Minor changes shall be made by the Planning Director with input from the Idaho Transportation Department. After approval, minor changes will be submitted to the Idaho Transportation Department. The Planning Director shall report changes to the Policy Board at the next schedule meeting.

### Major Changes

Major changes include:

- Individual project cost change of greater than 10%.
- Group projects total cost change of greater than 10%.
- Phasing of a project if one of the phases is not included in the TIP.
- Change in project limits greater than ¼ mile.
- Change in scope of project

### Projects by Category

As stated previously, the purpose Transportation Improvement Program is to provide information to government funding agencies as well as the public. The format that FHWA, FTA and/or ITD want to see the data presented sometimes is not the best public format. This section will present a picture of the types of activities which are planned for the next four years. Not every individual project in the TIP will be presented only those which the public may find of interest. The projects included in the TIP were divided into transit, safety, bicycle/pedestrian, bridge, and expansion projects. For each category a description of the project along with the year the construction of the project is anticipated will be provided. Projects which are exclusively maintenance or operation

type activities are not included in this section. The complete list is presented in Table 2 and Table 3.

## **Transit Projects**

Section 5307 projects most of the operating and capital needs for the transit system. The 5307 funds are divided into subcategories which include operations, security, capital and preventative maintenance. These projects are scheduled each year of the TIP but their funding level may change.

Section 5307 Operations: Operations covers the cost of operating and staffing transit vehicles which serve fixed transit routes within the Pocatello Urbanized area.

Section 5307 Capital: Capital covers the cost associated with purchase of capital items such as busses or new facilities.

Section 5307 Security: Provides crime prevention and security equipment designed to improve security of the transit equipment, users and facilities.

Section 5307 Demand Response Operations: Demand Response operations cover the cost of providing vehicles for the demand transit response services in the Pocatello Urbanized area that exceeds the limits of the fixed route transit system.

Section 5307 Preventative Maintenance: Preventative maintenance is defined as any maintenance on transit vehicles.

Section 5310 provides funding to improve access to, and use of, the transit system to targeted populations. One project was recommended for funding in the 2014 -2018 TIP.

Section 5310 Bus Stop Improvements at 7<sup>th</sup> and Sherman (Key #19822): The project scheduled for FY 2016 will construct a transfer station on the northeast corner of 7<sup>th</sup> and Sherman in Pocatello. The transfer station will improve access to the fixed route system by improving ADA access and reducing distance needed to access other fixed routes. A shelter will be provided with passenger information available.

Section 5339 provides funding for bus and bus facility purchases. Funds can be used to build new facilities or replace busses. A Section 5339 Capital project was added to the program in FY 2017 and 2019 with the intended purpose of replacing four busses.

## **Safety Projects**

One project falls in the category of safety improvements and uses Highway Safety Improvement Program Funds. This project is intended to reduce fatal and serious crashes on facilities they are located on. I-15B, East Alameda and Yellowstone Ave Medians (Key #14005) was combined with Key #19053 and delayed until 2019. The project will improve vehicle safety by eliminating left turns along the corridor.

## **Bicycle and Pedestrian Projects**

There are no specific projects within the TIP targeting bicycle or pedestrian improvements. Bus stop improvements at 7<sup>th</sup> and Sherman were described in the transit section. The two bridge projects (described in the next section) have pedestrian improvements included, but it is not the main focus of the project.

## **Bridge Projects**

Three bridge projects are included in the TIP. Each project is designed to restore and rehabilitate the bridge structure. Bridge projects include:

Portneuf River Lewis Street Bridge (Key #12444): Scheduled for construction in FY 2017 and will replace existing Lewis Street Bridge and provide better pedestrian facilities.

Benton Street Bridge (Key #13119): Scheduled for FY 2017 and will rehabilitate bridge piers.

Center Street Underpass (Key #12098): This project is in PD. There is no established construction year. The project will improve the approach walls to the underpass and rehabilitate the pavement inside the underpass. A bicycle and pedestrian crossing at Center Street is also included in the project.

## **Expansion Projects**

Two expansion or intersection improvement projects are included in the TIP. Both projects will address identified safety and capacity issues.

Intersection of Alameda and Jefferson (Key #11657): The project was recommended to advance from the previous TIP to FY 2016. The project will improve safety and capacity issues which have been identified by changing the intersection design to reduce left turns and conflict points.

Intersection of Hawthorne and Quinn (Key #12099): The project was currently in PD and does not have a designated program year. The project will improve safety and capacity issues at the intersection by installing a traffic signal.

## Transportation Improvement Program Project List

The following section provides a list of projects recommended for the FY 2016 – 2019 TIP.

Table 2 lists projects on the highway side and Table 3 lists transit projects.

**Table 2: FY 2016 -FY 2019 TIP Highway Projects List (Amendment 1)**

Route Key #	Project Limits Project #	Phase	Transportation Improvement Program				Planning Projects		Total Project Cost			Sponsor
			2016	2017	2018	2019	2020	PD	Total	Federal Aid	Agency Match	
SMA-7071, Pole Line Road: Alameda to Quinn 19596 Safety Improvement		CN	\$	237					\$237	\$219	\$17	Pocatello
		PE/CE	\$60					\$60	\$56	\$4		
		RW						\$0	\$0	\$0		
Reduce the number of lanes from four to three to improve safety.												
I-15B, Intersection of Alameda and Jefferson 11657 A011(657) Reconstruction and realignment		CN	\$	1,407					\$1,407	\$1,303	\$103	ITD
		PE/CE						\$0	\$0	\$0		
		RW						\$0	\$0	\$0		
The North Portneuf Valley Connectivity Project will extend Siphon Road east from Hiline Road to create a new interchange with Interstate -15.												
I-15 B, Intersection of Alameda and Jefferson 11657 A011(657) Reconstruction and realignment		CN	\$	1,435					\$1,435	\$1,329	\$105	Pocatello
		PE/CE						\$0	\$0	\$0		
		RW	\$1,132					\$1,132	\$1,049	\$83		
Intersection of Alameda and Jefferson will realign the existing intersection and add additional left turn pockets to improve the capacity and safety at the intersection												
SMA7031, Intersection of Hawthorne and Quinn 12099 A012(099) Signalization		CN					\$	2,142	\$2,142	\$1,985	\$157	Pocatello / Chubbuck
		PE/CE						\$0	\$0	\$0		
		RW						\$0	\$0	\$0		
Intersection of Hawthorne and Quinn Improves intersection operations by installation of traffic signal. The project reduces congestion in the peak periods.												
US91, Flandro to Pole Line 13099 A013(099) Restoration and Rehabilitation		CN	\$4,062						\$4,062	\$3,764	\$298	ITD
		PE/CE						\$0	\$0	\$0		
		RW						\$0	\$0	\$0		
Restoration and Rehabilitation of the pavement along the section												
Off System; Portneuf River Lewis St. Bridge 12444 A012(444) Bridge Rehabilitation		CN	\$	1,048					\$1,048	\$971	\$77	Pocatello
		PE/CE						\$0	\$0	\$0		
		RW						\$0	\$0	\$0		
Portneuf River bridge project will replace the existing bridge crossing the Portneuf River at W. Lewis Street. The new bridge will have improved pedestrian facilities.												
STP-7341, Center Street Underpass 12098 A012(098) Pavement Rehabilitation		CN					\$	3,829	\$3,829	\$3,548	\$281	Pocatello
		PE/CE						\$0	\$0	\$0		
		RW						\$0	\$0	\$0		
Center Street Underpass project replaces the pavement under underpass and provides improvements to retaining wall. Pedestrian facilities including a pedestrian bridge over W. Center Street.												

Bannock Transportation Planning Organization  
 FY 2016 Transportation Improvement Program

Route Key #	Project Limits Project #	Phase	Transportation Improvement Program				Planning Projects		Total Project Cost			Sponsor	
			2016	2017	2018	2019	2020	PD	Total	Federal Aid	Agency Match		
Benton Street Bridge 13119	A013(119)	CN	\$	3,523						\$3,523	\$3,264	\$259	Pocatello
		PE/CE								\$0	\$0	\$0	
Bridge Rehabilitation		RW								\$0	\$0	\$0	
Benton Street Bridge will rehabilitation the bridge deck and approaches.													
Local; FY 2016 BTPO Metropolitan Planning 13564	A013(564)	CN	\$146							\$146	\$135	\$11	BTPO
		PE/CE								\$0	\$0	\$0	
Planning		RW								\$0	\$0	\$0	
BTPO metropolitan planning provide funding to the MPO to conduct transportation planning efforts described in the Unified Planning Work Program.													
Local; FY 2017 BTPO Metropolitan Planning 13565	A013(565)	CN	\$	146						\$146	\$135	\$11	BTPO
		PE/CE								\$0	\$0	\$0	
Planning		RW								\$0	\$0	\$0	
BTPO metropolitan planning provide funding to the MPO to conduct transportation planning efforts described in the Unified Planning Work Program.													
State, FY 18 D5 Guardrail, Pocatello to Inkom 14012	A013(119)	CN	\$	854						\$854	\$791	\$63	Pocatello
		PE/CE								\$0	\$0	\$0	
Safety		RW								\$0	\$0	\$0	
Improvement of guardrails within region													
Local; FY 2018 BTPO Metropolitan Planning 14021	A014(021)	CN	\$	146						\$146	\$135	\$11	BTPO
		PE/CE								\$0	\$0	\$0	
Planning		RW								\$0	\$0	\$0	
BTPO metropolitan planning provide funding to the MPO to conduct transportation planning efforts described in the Unified Planning Work Program.													
I-15B; E Alameda Rd and Yellowstone 19053	0	CN	\$	1,338						\$1,338	\$1,240	\$98	ITD
		PE/CE	\$1							\$1	\$1	\$0	
Operations		RW								\$0	\$0	\$0	
Safety improvement project to install medians on Yellowstone from Cedar Street to Alameda and addition of left turn pocket on southbound approach of the intersection of Alameda and													
I-15B; E Alameda Rd and Yellowstone 19053	0	CN	\$	2,535						\$2,535	\$2,349	\$186	ITD
		PE/CE								\$0	\$0	\$0	
Strategy		RW	\$775							\$775	\$718	\$57	
Safety improvement project to install medians on Yellowstone from Cedar Street to Alameda and addition of left turn pocket on southbound approach of the intersection of Alameda and													

Bannock Transportation Planning Organization  
 FY 2016 Transportation Improvement Program

Route Key #	Project Limits Project #	Phase	Transportation Improvement Program				Planning Projects		Total Project Cost			Sponsor
			2016	2017	2018	2019	2020	PD	Total	Federal Aid	Agency Match	
Activity Description												
Local; FY 2019 BTPO Metropolitan Planning		CN				\$146			\$146	\$135	\$11	
18983		PE/CE							\$0	\$0	\$0	
Planning		RW							\$0	\$0	\$0	BTPO
BTPO metropolitan planning provide funding to the MPO to conduct transportation planning efforts described in the Unified Planning Work Program.												
I 86, I 15 WEY- Overpass		CN							\$0	\$0	\$0	
19183		PE/CE							\$0	\$0	\$0	
Bridge Replacement		RW							\$0	\$0	\$0	BTPO
Replacement of bridges at the intersection of I 15 and I 86.												
Local; FY 2020 BTPO Metropolitan Planning		CN					\$146		\$146	\$135	\$11	
19527		PE/CE							\$0	\$0	\$0	
Planning		RW							\$0	\$0	\$0	BTPO
BTPO metropolitan planning provide funding to the MPO to conduct transportation planning efforts described in the Unified Planning Work Program.												
Cost are in year of expenditure		CN	4,208	7,795	1,000	1,484	146	5,971	20,604	19,091	1,512	
		PE/CE	61	0	0	0	0	0	61	57	4	
		RW	1907	0	0	0	0	0	1,132	1,049	83	
		Total	6,176	\$7,795	\$1,000	\$1,484	\$146	\$5,971	\$21,797	\$20,197	\$1,600	

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

Bannock Transportation Planning Organization  
 FY 2016 Transportation Improvement Program

Transit Project				Funding Source	Federal Funds Local Funds	2016	2017	2018	2019	Total	Federal Aid	Local Match	Sponsor
Key #	Project Location	Public Scope Statement											
18922	Pocatello UZA Capital	Construction of bus transfer station at 7th and Sherman	5310 SURb	Federal Funds	\$200					\$250	\$200	\$50	PRT
				Local Funds	\$50								
13800	Pocatello UZA Operations	Operations provide funds for the day to day operations of the PRT fixed route system.	5307 SURb	Federal Funds	\$505	\$550	\$590	\$583		\$4,456	\$2,228	\$2,228	PRT
				Local Funds	\$505	\$550	\$590	\$583					
13801	Pocatello UZA Capital	Capital Facility Lease provides funds to lease a transfer station for the fixed transit route system	5307 SURb	Federal Funds	\$5	\$5	\$5	\$5		\$25	\$20	\$5	PRT
				Local Funds	\$1	\$1	\$1	\$1					
13802	Pocatello UZA Demand Response Operation	Demand Response Operations provides door to door transit service for elderly and disabled persons in the Pocatello urban area.	5307 SURb	Federal Funds	\$100	\$100	\$100	\$100		\$500	\$400	\$100	PRT
				Local Funds	\$25	\$25	\$25	\$25					
13803	Pocatello UZA Preventive Maintenance	Provide all maintenance costs related to vehicles including supplies, materials, labor, services, and associated costs required to preserve or extend the life of transit vehicles.	5307 SURb	Federal Funds	\$275	\$250	\$250	\$250		\$1,281	\$1,025	\$256	PRT
				Local Funds	\$69	\$63	\$63	\$63					
14286	Pocatello UZA Security	Transit Security includes the equipment and personnel needed to provide enhanced transit security of the transit system.	5307 SURb	Federal Funds	\$10		\$8	\$8		\$33	\$26	\$7	PRT
				Local Funds	\$3	\$0	\$2	\$2					
ORN19482	Pocatello UZA Capital	Capital Vehicle Replacement project will purchase new or buses to replace those busses which are beyond their useful life. An estimated three busses will be purchased	5307 SURb	Federal Funds	\$178	\$128	\$120	\$127		\$691	\$553	\$138	PRT
				Local Funds	\$45	\$32	\$30	\$32					
ORN19489	Pocatello UZA Planning	Mobility management provide planning service to asset in coordinating transit services between transit provide and human	5307 SURb	Federal Funds	\$15	\$15	\$15	\$15		\$75	\$60	\$15	PRT
				Local Funds	\$4	\$4	\$4	\$4					
ORN19485	Pocatello UZA Planning	The Planning project will develop a Long Range Transit Plan for Pocatello Regional Transit system.	5307 SURb	Federal Funds		\$40				\$50	\$40	\$10	PRT
				Local Funds		\$10							
ORN19488	Pocatello UZA Capital	Capital Vehicle Replacement project will purchase new or buses to replace those busses which are beyond their useful life. An estimated four busses will be purchased	5339 SURb	Federal Funds		\$230		\$230		\$575	\$460	\$115	PRT
				Local Funds		\$58		\$58					
13804	Pocatello UZA Metro Planning	Metropolitan Planning provides funds to the MPO which are include in the Unified Planning and Work Program. The projects provide transportation planning services to region.	5303	Federal Funds	\$39	\$39	\$39	\$39		\$168	\$156	\$12	BPO
				Local Funds	\$3	\$3	\$3	\$3					

Table 3: FY 2016 -2019 TIP Transit Projects List (Amendment 1)

## Financial Plan

The TIP is a financially driven programming and planning document. Projects included in the TIP have identified federal funding sources and funding sources for all local match requirements. Funding years covered under this TIP are 2016 – 2019.

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

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

System Level Estimates: This figure is difficult to calculate. The requirement is to show system level cost and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation. Neither city divides the federal-aid system when considering which roads to improve. They consider the entire network as the system. To determine cost and funding for just the federal-aid portion would be impractical. Table 4 shows revenue and expenses for each of the communities within the planning area. The table also demonstrates a commitment to fund repair and maintenance or operations of not just the local federal aid system, but the entire local system. Both cities are on pavement management programs with a fifteen year cycle. The local property tax column has greatly increased over the last five years and is above sustainable levels. The long term growth rate is set at four percent per year which will still provide for future needs of the system.

**Table 4: Local Agency Funding and Operation Expenses**

Agency	Funding					Disbursements					
	Local Property Tax	Local Other	Total Local	State Fuel Tax	Federal	Construction	Reconstruction	Maintenance	Equipment	Administration	Other Expenses
<b>Chubbuck</b>											
2010	\$ 414,245	\$ 201,392	\$ 615,637	\$ 397,068	\$ -	\$ -	\$ 133,468	\$ 417,068	\$ 126,094	\$ 177,856	\$ 110,918
2011	\$ 415,000	\$ 564,099	\$ 979,099	\$ 421,162	\$ -	\$ -	\$ 707,670	\$ 415,670	\$ 71,140	\$ 186,464	\$ 104,954
2012	\$ 439,477	\$ 1,969,189	\$ 2,408,666	\$ 451,302	\$ -	\$ -	\$ 1,919,089	\$ 625,861	\$ 83,059	\$ 179,654	\$ 91,019
2013	\$ 485,734	\$ 2,119,244	\$ 2,604,978	\$ 463,463	\$ -	\$ -	\$ 2,062,145	\$ 614,990	\$ 110,504	\$ 180,847	\$ 104,465
2014	\$ 631,895	\$ 1,614,991	\$ 2,246,886	\$ 467,297	\$ -	\$ -	\$ 1,214,469	\$ 782,477	\$ 154,595	\$ 179,170	\$ 130,150
Average	\$ 477,270	\$ 1,293,783	\$ 1,771,053	\$ 440,058	\$ -	\$ -	\$ 1,207,368	\$ 571,213	\$ 109,078	\$ 180,798	\$ 108,301
<b>Pocatello</b>											
2010	\$ 2,426,471	\$ 985,500	\$ 3,411,971	\$ 1,854,864	\$ 31,246	\$ -	\$ 1,591,859	\$ 1,213,739	\$ 603,885	\$ 247,300	\$ 1,044,717
2011	\$ 2,244,871	\$ 934,533	\$ 3,179,404	\$ 1,837,340	\$ -	\$ -	\$ 1,152,500	\$ 1,680,060	\$ 975,785	\$ 399,487	\$ 901,178
2012	\$ 2,234,061	\$ 130,416	\$ 2,364,477	\$ 1,814,926	\$ 1,188,772	\$ -	\$ 1,053,712	\$ 1,683,350	\$ 1,425,470	\$ 142,507	\$ 3,344,430
2013	\$ 2,699,079	\$ 1,515,211	\$ 4,214,290	\$ 1,802,459	\$ 1,258,190	\$ -	\$ 753,019	\$ 1,899,688	\$ 916,654	\$ 116,846	\$ 3,444,766
2014	\$ 2,839,083	\$ 4,802,783	\$ 7,641,866	\$ 1,804,708	\$ 641,575	\$ 4,646,215	\$ 2,195,123	\$ 1,528,923	\$ 1,002,249	\$ 40,073	\$ 1,493,364
Average	\$ 2,488,713	\$ 1,673,689	\$ 4,162,402	\$ 1,822,859	\$ 623,957	\$ 1,548,738	\$ 1,349,243	\$ 1,601,152	\$ 984,809	\$ 189,243	\$ 2,045,691

Transit Funding: Transit funding for the urbanized area runs an average of \$1,080,000 per year. The City of Pocatello's match is around \$385,000 per year. The City of Chubbuck and Idaho State University contribute to the match based on the service provided. This amount varies with the amount of federal funding received. In the last twenty years of operation, Pocatello Regional Transit has managed to maintain and expand fix route service and provide complementary Para-

transit service in the urbanized area. This track record and commitment for local participants is reasonable evidence that funds are available to carry out transit operations during the next four years.

## Appendix A Conformity Determination

### Introduction

The Portneuf Valley Nonattainment Area (PVNAA) was shown to have met the PM<sub>10</sub> Nation Ambient Air Quality Standards (NAAQS) with the approval of the State Implementation Plan (SIP) and Maintenance Plan by the Environmental Protection Agency (EPA) on August 14, 2006 (Federal Register / Vol. 71, No. 134 / Thursday, July 13, 2006). Attainment of the maintenance plan still requires the PVNAA to demonstrate that transportation activities will not cause additional exceedance of the PM<sub>10</sub> NAAQS.

Bannock Transportation Planning Organization (BTPO) is the Metropolitan Planning Organization (MPO) for the PVNAA, and as the MPO is required to conduct a conformity determination on the Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP).

Transportation conformity is the process of evaluating the planned transportation activities emissions against the Motor Vehicle Emissions Budget (MVEB) established by the SIP. The SIP for the Portneuf Valley Non-Attainment Area was approved by Environmental Protection Agency (EPA) on August 14, 2006. Due to changes in the requirements for air quality modeling an amendment to that SIP and MVEB was submitted in April 2014 and was approved by EPA with an effective date of September 15, 2014 (Federal Register / Vol. 79, No. 137 / Thursday, July 17, 2014). Requirements and specification for determining transportation conformity are provided in Code of Federal Regulation Title 40 part 93.

The procedure to determine if a transportation plan or Transportation Improvement Program conforms to the SIP is the budget test. The budget test compares emissions from a specific action such as an update of the transportation plan or TIP to the emissions limitation established in the budget referred to as the Motor Vehicle Emissions Budget (MVEB).

Latest emissions model, planning assumptions, consultation and emissions budgets are the four basic criteria for a conformity determination in the TIP. For each area, inputs and assumptions will be presented. The main purpose is to provide a detailed outline of how transportation emissions were generated.

### Portneuf Valley Non-Attainment Area Transportation Conformity Assumptions

#### Latest Emissions Model

The EPA approved Motor Vehicle Emissions Simulator Model (MOVES2014) on October 7, 2014 as the official model for conducting transportation conformity. EPA also provided a two year grace period beginning October 7, 2014 and ending October 7, 2016 to implement the MOVES2014 for transportation conformity (Federal Register /Vol. 79, No. 194 /Tuesday, October 7, 2014). Motor Vehicle Emission Simulator Model (MOVES2010b) was used to

complete this conformity analysis. The MOVES model provides vehicle emissions for Nitrogen Oxides (NO<sub>x</sub>) and Volatile Organic Compounds (VOCs) and a portion of Particulate Matter less than ten microns (PM<sub>10</sub>). The paved road dust portion of PM<sub>10</sub> is calculated using 2011 AP-42 Compilation of Air Pollutant Emission Factors – chapter 13.

## **Latest Planning Assumptions**

In 2012, BTPO updated demographic projections along with the Travel Demand Model (TDM). The TDM was validated and calibrated with a 2010 base year. BTPO's travel demand model software is TransCAD and the current version is TransCAD 6.0. The 2012 update study used the 2010 population data from U.S. Census data and employment data from Idaho Department of Labor Bureau of Economic Statics to project 2010 to 2040 in five year intervals. The BTPO Travel Model Users Guide is available on the BTPO website at <http://www.bannockplanning.org/demographics-maps/>. The guide provides inputs and assumptions used in the development of the TDM.

## **Transit Assumptions**

Built into the TDM is a method to account for non-vehicle travel. While this method is not an official mode split model, it does assume which percentage of trips from district to district would use transit, walking or bicycling as a mode of travel. In this method, the cost of transit and number of riders is considered to be constant over the twenty years of the TDM.

## **Key Assumptions**

The TDM and emission inventory documents (links provided) provide a detailed description of inputs used in the development of conformity models. Both the TDM and the MOVES model are complicated software packages which used local data to reproduce or simulate either travel or emissions for existing and future conditions. To help review the conformity determination, key assumptions or inputs will be reviewed for the TDM and MOVES model.

## **Vehicle Miles Traveled Inputs**

Household Disaggregation: The housing units for each Transportation Analysis Zone (TAZ) is divided are converted into household size and number of workers based on 2010 census data.

Trip Generation: Based on the BTPO household travel survey the average weekday person trips are generated for six trip purposes which are:

- HBW – Home Base Work
- HBC – Home Base Collage
- SCH – Home Based School
- HBS – Home Based Shopping
- HBO – Home Based Other
- NHB – Not Home Based

Trip Distribution: BTPO's model uses a destination choice trip distribution model which was developed from the household travel survey data. The employment data is tracked by retail, service, education, and other employment types.

Mode Split: The model split model uses a simple lookup table of auto share by district production-attraction pairs as calculated from the household survey by trip purpose.

TDM VMT: The TDM provides output in the form of Average Daily Traffic (ADT). ADT is converted to Vehicle Miles Traveled (VMT) by multiplying the length of each segment by the ADT of that segment.

Annual VMT: The data from the Highway Performance Monitoring System (HPMS) and Idaho Transportation Department's (ITD) Automatic Traffic Reorders (ATRs) are used to generate a weekday/weekend ration and fleet mix for each road types which applied to the TDM VMT. VMT for local roads which includes local streets and centroid connectors was not adjusted.

Road Types: The TDM, FHWA and MOVES all use different roadway types. A crosswalk table was developed which convert the BTPO TDM road types into the four road types used by MOVES.

Monthly, Daily and Hourly VMT: The ART data for an entire year was evaluated to develop a fraction of travel which occurs in each month, day and hour for each road type and vehicle classification. National defaults were used for short and long haul commercial trucks.

### **Vehicle Fleet Key Assumptions**

Vehicle population and age distribution came from four sources which are:

- Cars, motorcycles, trucks and light commercial trucks – Idaho DMV
- Intercity and transit buses – Phone interview with providers
- School buses – Idaho Department of Education
- Commercial trucks – Short and long haul – National defaults

The vehicle population data was for Bannock County. The 2010 census population percentage of the PVNAA to the county population was 89.3 percent. That percentage was used to scale those populations with local data. Populations with national data of VMT from local sources was used to scale the national defaults.

Vehicle Age Distribution was developed for Bannock County using a VIN –decoded vehicle registration data. The same age distribution was used for both the 2011 and 2020 emissions inventory and all of the conformity runs.

### **Vehicle Hours Traveled (VHT) Key Assumptions**

Vehicle hours traveled inputs characterize the time spent traveling and the average speed of vehicle traveling on specific road type. The hourly ATR traffic count data was used to create an hourly volume for each roadway class which was assigned to outputs of the BTPO TDM. The Akcelik volume delay function from the TDM was used to adjust the average speed to account for congestion. The same volume delay function was used in the MOVES and TDM modeling.

## **Fuel-Related Key Assumptions**

For the 2015 runs national defaults were used – except for E10 market share where only 99 percent was used for E10 and one percent assigned for ethanol free gasoline. From 2020 on, the national default fuel supply was used. National defaults were used to account for alternative fueled vehicles.

## **Meteorology Key Assumptions**

Meteorology inputs including average hourly temperature, relative humidity and precipitation came from observed data for 2011 at the Pocatello Regional Airport. The 2011 meteorology data was used for all conformity runs.

## **Paved Road Dust Key Assumptions**

AP-42 Compilation of Air Pollutant Emission Factors was used to determine paved road dust emissions on a daily basis. The emissions for each roadway type is the product of the emission factors and the VMT each day. Components of the road dust equation are VMT, road surface silt loading, average vehicle weight and precipitation. Differences in silt loading during winter and summer season requires defining the seasons. For analysis purposes winter season is defined as November 1 – February 29 and the summer season as April 1 – October 31.

Vehicle Miles Traveled: VMT is generated from the TDM outputs along with ART data to get hourly distribution by roadway type.

Silt Loading: Silt loading is the average amount of material on the road. Due to changes in road sanding the PVNAA now uses national defaults. Silt loading for paved road emission calculations are available in Table 8 of the Emission Inventory document.

Average Vehicle Weight: Average vehicle type for each roadway was determined from the ART data. The data was converted to FHWA vehicle classification and then to the MOVES vehicle type. The national default average vehicle weight was used for each vehicle type.

Precipitation Data: If there is a day with more than a trace of precipitation ( $\geq 0.01$  inches) that day is considered to not have measurable road dust. Data comes from the MESOWEST and Western Regional Climate Center and was for 2011. The 2011 data was used for all emission runs.

## **Time Horizons**

CFR 40 §93.106(d)(1) and CFR 40 §93.106(d)(2) allow the modification of the time horizon if the Policy Board in conjunction with IDEQ and other stakeholders agree. BTPO has elected to modify the time frame of the conformity determination. In analyzing the timeframe requirements in CFR 40 §93.106(a)(1), CFR 40 §93.106(d)(1) and CFR 40 §93.118(b)(2) the following horizon or analysis year have been identified:

- Horizon Year 2020 – This horizon year is the last year of the Motor Vehicle Emission Budget and within ten years of the validation of the travel demand model.

- Horizon Year 2025 – This is the tenth year of the 2040 Metropolitan Transportation Plan (MTP).

In addition to the two analysis years 2040, which is the last year of the 2040 MTP is included for informational purposes only.

### **Projects Included in the FY 2016 – 2019 TIP Conformity Determination**

Transportation conformity is designed to ensure that transportation activities within the area will not exceed the MVEB for that area. Transportation conformity at a program level pertains to the Transportation Plan and the Transportation Improvement Program. Projects in a TIP must be included in a conforming Transportation Plan which was approved in January 2014.

For each horizon the list below includes all federally funded projects which will be constructed from 2015 to 2040. No other projects which are considered regionally significant will be constructed during the time horizon. Table 2 lists the FY 2016 – 2019 Transportation Improvement Program projects which are in the 2015 Horizon year analysis. Table 3 lists the FY 2016 – 2019 Transportation Improvement Program projects which are in the 2020 Horizon Year. Table 3 lists the Intersection of Hawthorne and Quinn (Key #12099) that is in Preliminary Development but the anticipated construction date is 2022 which puts the project within the 2025 Horizon year.

Also included in the 2025 Horizon year from the 2040 MTP are:

- Yellowstone – Park Lawn and Siphon: Widen existing road from two to five lanes in 2023.
- I-15 South 5th Interchange (IC61): Reconstruct the interchange to align off-ramps 2025.

The 2040 Horizon Year includes those projects identified in the 2040 MTP after 2025, they include:

- Hawthorne Road widening: Widen Hawthorn Road 600' south of I-18 to Chubbuck Road from two or three lanes to five lanes.
- Hiline Road widening: Widen Hiline Road from Alameda to Pearl from two lanes to five lanes.

The projects included in the 2025 and 2040 Horizons were taken from BTPO's 2040 Metropolitan Transportation Plan Table 7-5 funding for the Preferred Scenario.

Bannock Transportation Planning Organization  
 FY 2016 Transportation Improvement Program Appendix A Conformity

**Table A 1: Exempt**

Key Number	Project Name	Activity	Year of Activity	Sponsor	Conformity
13099	US91: Flandro to Pole Line	Restoration and Rehabilitation	2016	ITD	Exempt
13564	Local; FY 2016 BTPO Metropolitan Planning	Planning	2016	BTPO	Exempt
12444	Off System; Portneuf River Lewis St. Bridge	Bridge Rehabilitation	2017	Pocatello	Exempt
13119	Benton Street Bridge	Bridge Rehabilitation	2017	Pocatello	Exempt
13565	Local; FY 2017 BTPO Metropolitan Planning	Planning	2017	BTPO	Exempt
14012	State, FY 18 D5 Guardrail, Pocatello to Inkom	Guardrail	2018	ITD	Exempt
14021	Local; FY 2018 BTPO Metropolitan Planning	Planning	2018	BTPO	Exempt
18983	Local; FY 2019 BTPO Metropolitan Planning	Planning	2019	BTPO	Exempt
	Local; FY 2020 BTPO Metropolitan Planning	Planning	2020	BTPO	Exempt
12098	Center Street Underpass	Bridge Rehabilitation	2021	Pocatello	Exempt
18922	Pocatello UZA Capital	Construction of bus transfer station at 7th and Sherman	2016-2019	PRT	Exempt
13800	Pocatello UZA Operations	Operations provide funds for the day to day operations of the PRT fixed route system.	2016-2019	PRT	Exempt
13801	Pocatello UZA Capital	Capital Facility Lease provides funds to lease a transfer station for the fixed transit route system	2016-2019	PRT	Exempt
13802	Pocatello UZA Demand Response Operation	Demand Response Operations provides door to door transit service for elderly and disabled persons in the Pocatello urban area.	2016-2019	PRT	Exempt
13803	Pocatello UZA Preventive Maintenance	Provide all maintenance costs related to vehicles including supplies, materials, labor, services, and associated costs required to preserve or extend the life of transit vehicles.	2016-2019	PRT	Exempt
14286	Pocatello UZA Security	Transit Security includes the equipment and personnel needed to provide enhanced transit security of the transit system.	2016-2019	PRT	Exempt
ORN19482	Pocatello UZA Capital	Capital Vehicle Replacement project will purchase new or buses to replace those busses which are beyond their useful life. An estimated four busses will be purchased	2016-2019	PRT	Exempt
ORN19489	Pocatello USZ Planning	Mobility management provide planning service to asset in coordinating transit services between transit provide and human service agencies.	2016-2019	PRT	Exempt
ORN19488	Pocatello UZA Planning	The Planning project will develop a Long Range Transit Plan for Pocatello Regional Transit system.	2017	PRT	Exempt
13804	Pocatello USA Metro Planning	Metropolitan Planning provides funds to the MPO which are include in the Unified Planning and Work Program. The projects provide transportation planning services to region.	2016-2019	BTPO	Exempt
MTP	Warehouse, downtown, ISU transit Circulator	Construct a transit circulator in the downtown core to include stop improvements.	2036-2040	Pocatello	Exempt
Sponsor Codes: BPO = Bannock Transportation Planning Organization; Chubbuck = City of Chubbuck; Pocatello = City of Pocatello PRT = Pocatello Regional Transit; ITD = Idaho Transportation Department.					
Conformity: Yes indicates that the project is required to be included in the Conformity Determination. Exempt indicates that the project type is listed in 40 CFR §93.126 Table 2.					
Projects included in the MTP but outside the range of the TIP were taken from Table 7-5 Funding for the Preferred Scenario. These projects are listed with an MTP key number					

Bannock Transportation Planning Organization  
 FY 2016 Transportation Improvement Program Appendix A Conformity

Key Number	Project Name	Activity	Year of Activity	Sponsor	Conformity
ORD 19559	Pole Line Road; Alameda to Quinn	Reduce the through lanes to one each-way with center street	2016	Pocatello	Yes
11657	Intersection of Alameda and Jefferson	Realign intersection	2017	Pocatello	Yes
19053	I-15B: E Alameda Rd and Yellowstone	Add additional left turn bay and install medians on Yellowstone between Alameda and Cedar Street	2019	ITD	Yes
Sponsor Codes: BPO = Bannock Transportation Planning Organization; Chubbuck = City of Chubbuck; Pocatello = City of Pocatello PRT = Pocatello Regional Transit; ITD = Idaho Transportation Department.					
Conformity: Yes indicates that the project is required to be included in the Conformity Determination. Exempt indicates that the project type is listed in 40 CFR §93.126 Table 2.					
Projects included in the MTP but outside the range of the TIP were taken from Table 7-5 Funding for the Preferred Scenario. These projects are listed with an MTP key number					

**Table A 2: 2020 Horizon Year**

Key Number	Project Name	Activity	Year of Activity	Sponsor	Conformity
ORN19583	I 86, I 15 WEY- Overpass	Replace the bridges at intersestion of I 86 and I 15	2021	ITD	Exempt
12099	Intersection of Hawthorne and Quinn	Improve capacity by installing signal or other traffic control device	2022	Pocatello	Yes
MTP	Yellowstone Highway: Park Lawn to Siphon Road	Widen the roadway from two to four lanes with center turn lane	2023	Chubbuck	Yes
MTP	I-15/5th Avenue Interchange	reconstruct the interchange and realign the ramps	2025	ITD	Yes
Sponsor Codes: BPO = Bannock Transportation Planning Organization; Chubbuck = City of Chubbuck; Pocatello = City of Pocatello PRT = Pocatello Regional Transit; ITD = Idaho Transportation Department.					
Conformity: Yes indicates that the project is required to be included in the Conformity Determination. Exempt indicates that the project type is listed in 40 CFR §93.126 Table 2.					
Projects included in the MTP but outside the range of the TIP were taken from Table 7-5 Funding for the Preferred Scenario. These projects are listed with an MTP key number					

**Table A 3: 2025 Horizon Year**

Key Number	Project Name	Activity	Year of Activity	Sponsor	Conformity
MTP	Hawthorne: 600 feet south of I-86 to Chubbuck Road	Widen the roadway from 2 or 3 lanes to four lanes with center turn lanes and bicycle lanes	2026-2030	Pocatello	Yes
MTP	Hiline Road: Alameda to Pearl	Widen the roadway from 2 lanes to four lanes with center turn lanes and bicycle lanes	2031- 2035	Pocatello	Yes
MTP	Warehouse, downtown, ISU transit Circulator	Construct a transit circulator in the downtown core to include stop improvements.	2036-2040	Pocatello	Exempt
Sponsor Codes: BPO = Bannock Transportation Planning Organization; Chubbuck = City of Chubbuck; Pocatello = City of Pocatello PRT = Pocatello Regional Transit; ITD = Idaho Transportation Department.					
Conformity: Yes indicates that the project is required to be included in the Conformity Determination. Exempt indicates that the project type is listed in 40 CFR §93.126 Table 2.					
Projects included in the MTP but outside the range of the TIP were taken from Table 7-5 Funding for the Preferred Scenario. These projects are listed with an MTP key number					

**Table A 4: 2040 Horizon Year**

## Motor Vehicle Emissions Budget

The PVNAA Motor Vehicle Emission Budget has been updated to reflect emission modeling with the MOVES model and the revised State Implementation Plan.

Year	PM <sub>10</sub> (TPY)	NO <sub>x</sub> (TPY)	VOC (TPY)
2005	N/A	N/A	N/A
2011	415	1364	903
2020	498	856	651

**Table A 5: PVNAA Motor Vehicle Emissions Budget**

## Results

Tables A-6, A-7, and A-8 provide the transportation emission outputs of the MOVES2010b model and Road Dust calculations from AP 42 13.3.1. All reported emissions are shown but only NO<sub>x</sub>, VOC and PM<sub>10</sub> have an emissions budget. Other results are for information only. For Horizon years 2020, 2025 and 2040 the proposed TIP and MTP passes the budget test and therefore is in conformity with the State Implementation Plan.

Year 2020			
pollutantName/Activity	PVNAA	MVEB(2020)	Conformity Test
VMT	434,061,766		
VehiclePopulation	75,122		
Carbon Monoxide (CO)	6,345		
Ammonia (NH3)	12		
Oxides of Nitrogen (NOx)	624	856	PASS
Sulfur Dioxide (SO2)	4		
Volatile Organic Compounds	473	651	PASS
Primary OnRoad and RoadDust PM10 - Total	355	498	PASS
Primary OnRoad and RoadDust PM2.5 - Total	40		
Primary OnRoad PM10 - Total	24		
Primary OnRoad PM2.5 - Total	21		
RoadDust PM10 - Total	331		
RoadDust PM2.5 - Total	19		

Note: calculation method for Road Dust is AP 42 13.2.1 Paved Road (Version January, 2011)

**Table A 6: 2020 Horizon Year Budget Test**

Bannock Transportation Planning Organization  
 FY 2016 Transportation Improvement Program Appendix A Conformity

Year 2025			
pollutantName/Activity	PVNAA	MVEB(2020)	Conformity Test
VMT	476,939,487		PASS
Vehicle Population	82,603		
Carbon Monoxide (CO)	6,211		
Ammonia (NH3)	13		
Oxides of Nitrogen (NOx)	496	856	
Sulfur Dioxide (SO2)	4		
Volatile Organic Compounds	395	651	
Primary OnRoad and RoadDust PM10 - Total	400	498	
Primary OnRoad and RoadDust PM2.5 - Total	42		
Primary OnRoad PM10 - Total	35		
Primary OnRoad PM2.5 - Total	21		
RoadDust PM10 - Total	365		
RoadDust PM2.5 - Total	21		

Note: calculation method for Road Dust is AP 42 13.2.1 Paved Road (Version January, 2011)

**Table A 7: 2025 Horizon Year Budget Test**

Year 2040			
pollutantName/Activity	PVNAA	MVEB(2020)	Conformity Test
VMT	546,122,970		PASS
Vehicle Population	94,605		
Carbon Monoxide (CO)	6,448		
Ammonia (NH3)	13		
Oxides of Nitrogen (NOx)	406	856	
Sulfur Dioxide (SO2)	4		
Volatile Organic Compounds	294	651	
Primary OnRoad and RoadDust PM10 - Total	447	498	
Primary OnRoad and RoadDust PM2.5 - Total	40		
Primary OnRoad PM10 - Total	17		
Primary OnRoad PM2.5 - Total	16		
RoadDust PM10 - Total	430		
RoadDust PM2.5 - Total	24		

Note: calculation method for Road Dust is AP 42 13.2.1 Paved Road (Version January, 2011)

**Table A 8: 2040 Horizon Year Budget Test**