

Bonneville Metropolitan
Planning Organization

Transportation Improvement Program FY 2012–2016

Approved and Adopted
August 10, 2011

BMPO

1810 W. Broadway
Suite 15
Idaho Falls, ID 83402

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



Fiscal Year 2012
Transportation Improvement Program
Approved and Adopted August 10, 2011

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

Darrell M. West
Director

This document was prepared by the Bonneville Metropolitan Planning Organization (in cooperation with the Cities of Ammon, Idaho Falls, Iona and Ucon and Bonneville County, Idaho Transportation Department and Targhee Regional Public Transportation Authority). 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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FISCAL YEAR 2012-2016
TRANSPORTATION IMPROVEMENT PROGRAM

Resolution

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), as defined in 23 CFR 450 and 500 and 49 CFR 613, calls for each metropolitan planning organization to have a Transportation Improvement Program (TIP); and

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

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

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

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

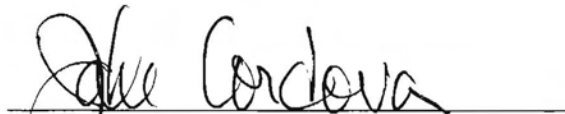
WHEREAS, it is agreed that after Policy Board and Idaho Transportation Board approval, the TIP shall be included without modification, directly or by reference, in the State TIP program required under 23 USC 134(j), 49 USC 5303(j) and § 450.324 and shall be consistent with FHWA and FTA joint approval.

THUS, BE IT KNOWN that the BMPO Policy Board hereby endorses the Fiscal Year 2012-2016 Transportation Improvement Program as presented to us in the August 10, 2011 meeting and said transportation program is in conformance with the State Transportation Improvement Program.

ADOPTED the 10th day of August, 2011.

SIGNED:

ATTEST:



Jake Cordova
BMPO Policy Board Chairman



Darrell M. West
Director

Introduction

The Bonneville Metropolitan Planning Organization (BMPO) is an agency designated by the Governor of Idaho to conduct a continuing, comprehensive, and cooperative transportation planning process in the urbanized area under the direction of elected officials from the Cities of Ammon, Idaho Falls, Iona and Ucon and the urbanized portions of Bonneville County, 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 six-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 be used in the Bonneville metropolitan area.

A. Federal Sources

The FHWA and the FTA provide the major source of funds from the Federal government for transportation improvements. However, some funds can be acquired from other Federal agencies. Available funding sources include:

FHWA

- Interstate Maintenance Program - Funds are used for resurfacing, restoration, and rehabilitation of the Interstate Highway System.
- National Highway System Program (NHS) - Limited to designated NHS roads throughout the State. Funds are used for transportation facility improvements ranging from rehabilitation of existing facilities to new construction.
- Surface Transportation Program (STP) - The STP is a combination of several former Federal-aid programs and includes Urban, Rural State, Safety, and Enhancement Programs.
 - ▶ STP Local Urban - Funds can be used for any road not functionally classified as a local or rural minor collector in the metropolitan area. Funds are used for transportation facility improvements ranging from rehabilitation of existing facilities to new construction. Funds may also be used for transit projects and transportation planning activities identified in the Unified Planning Work Program.
 - ▶ STP Local Rural - Same as Local Urban except funds cannot be used in the designated urbanized area.
 - ▶ STP State Highway System - Funding has been combined with the NHS program.
 - ▶ STP Safety - A mandatory ten percent (10%) of all STP funds are to be used for safety improvements to roads and railroad crossings, including railroad crossing devices. Funds may also be used for transit safety improvements and programs.
 - ▶ STP Enhancement - A mandatory ten percent (10%) of all STP funds are to be used for non-traditional uses ranging from historic preservation to water run-off mitigation. Enhancement projects are solicited statewide and selected by an ITD committee.
- Bridge Program - Funds are used for replacement of substandard bridges. Can be used for bridges on all streets both on and off the Federal-aid system. Bridges must have a 20-foot span, be inspected, rated, and determined to be deficient to qualify for Bridge funds. Bridge replacement projects will be selected on a statewide basis from bridges with sufficiency ratings below fifty (50).
- Congestion Mitigation/Air Quality - Funds are used for projects that assist in the maintenance and improvement of air quality.
- High Priority - Discretionary funds allocated by the United States Congress for projects demonstrating solutions to transportation problems.

In order to clarify the type of projects being constructed, similar projects funded with Interstate Maintenance (IM), National Highway System (NHS), STP-State, Bridge-State or State funds have been grouped into corresponding funding categories. These categories include: Bridge Improvement, Bridge Preservation, Connecting Idaho, Horizon Planning, Mobility, Pavement Preservation, Rest Area, Restoration, Safety, Systems Planning and Systems Support.

FTA

- FTA 5303 - Funds available for transit planning activities within a metropolitan area.
- FTA 5307 - Provides funds to local transit agencies for capital and operating assistance. Funds may be used to support planning activities as identified in the Unified Planning Work Program.
- FTA 5309- Discretionary grant funds used for capital improvements.
- FTA 5310 - Funds available for capital expenditures of private non-profit and public agencies providing transportation service to the elderly and disabled.

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.

B. 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.

C. 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.

D. Private Sources

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

II. Programming Process

A. 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 2025 and was approved in June 2005. 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.

B. 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.

C. 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. 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. The listing will provide detailed information about each project including location, costs, photos, and other project elements.

IV. Bonneville Metropolitan Area Transportation Improvement Program

A. Funding programs and projects

The TIP is a consolidation of Federal-aid projects for the region. Table I identifies Federal-aid projects grouped by program type. For detailed information about each project that has been grouped, refer to Appendix A, Proposed Capital Investments. Table II identifies Federal-aid projects in more detail, where environmental documentation is likely required. These projects are also identified in Appendix A, Proposed Capital Investments. Table II also identifies Federal-aid 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. Projects funded by a discretionary program including High Priority and FTA 5309 projects are not identified unless a project has specifically been programmed.

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. Project locations are identified in Appendix A. 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 program's 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.

TIP Project Acronyms

CN - Construction
IM - Interstate Maintenance
NHS - National Highway System
PD - Preliminary Development
PE - Preliminary Engineering
PL - Planning
RRX - Railroad Crossing
RW - Right-of-Way
SR2S - Safe Routes to School
STP - Surface Transportation Program

Table I
Federal-aid Funds for BMPA Grouped Projects and for Specified Projects

Key Number	Project Description / Funding Category / Project Sponsor	Phase	2012	2013	2014	2015	2016	PD
NA	BMPA Grouped Transportation Projects		282	6225	1886	182		898
09558	Pancheri Overpass Replacement / Bridge / ITD	CN	7214					
		PE						
		RW						
09558	Pancheri/Skyline, Reconstruct, Intersection Improvements / STP-Urban / Idaho Falls	CN	3820	3039				
		PE						
		RW						
11686	Pancheri Drive / Bellin to Skyline / STP-Urban / Idaho Falls	CN		56				4855
		PE						
		RW	63					
H6110	Grandview Drive, Skyline to Saturn, Roadway Expansion and Signal Modification / STP-Urban / City of Idaho Falls	CN						1021
		PE		189				
		RW					122	
PT601/ 602	Capital (Transfer FY 2010-2011 Small Urban Funds to Rural 5311 Program for Ucon Park and Ride Lot) / 5307 / TRPTA	CN		400				
		PE	50					
		RW						
11800	Operations / 5307 / TRPTA		650					
11801	Preventative Maintenance / 5307 / TRPTA		125					
11802	Planning / 5307 / TRPTA		5					
11803	Capital (Other) / 5307 / TRPTA		60					
11804	Training / 5307 / TRPTA		12					
11805	Capital (Bus Purchases) / 5307 / TRPTA		140					
11806	Capital (Facility) / 5307 / TRPTA		40					
11858	Metropolitan Area Transportation Planning / FTA 5303 / BMPO		41					

Key Number	Project Description / Funding Category / Project Sponsor	Phase	2012	2013	2014	2015	2016	PD
11859	Metropolitan Area Transportation Planning / FTA 5303 / BMPO			41				
12187	Capital (Bus Purchases) / 5307 / TRPTA			145				
12188	Operations / 5307 / TRPTA			675				
12189	Preventative Maintenance / 5307 / TRPTA			135				
12190	Planning / 5307 / TRPTA			5				
12191	Training / 5307 / TRPTA			13				
12192	Capital (Other) / 5307 / TRPTA			60				
12193	Capital (Facility) / 5307 / TRPTA			40				
PT 619	Metropolitan Area Transportation Planning / FTA 5303 / BMPO				41			
PT605	Operations / 5307 / TRPTA				700			
PT606	Preventative Maintenance / 5307 / TRPTA				145			
PT607	Planning / 5307 / TRPTA				5			
PT608	Capital (Other) / 5307 / TRPTA				60			
PT609	Training / 5307 / TRPTA				15			
PT610	Capital (Bus Purchases) / 5307 / TRPTA				383			
PT611	Capital (Facility) / 5307 / TRPTA				40			
PT620	Metropolitan Area Transportation Planning / FTA 5303 / BMPO					41		
PT612	Operations / 5307 / TRPTA					725		

Key Number	Project Description / Funding Category / Project Sponsor	Phase	2012	2013	2014	2015	2016	PD
PT613	Preventative Maintenance / 5307 / TRPTA					140		
PT614	Planning / 5307 / TRPTA					5		
PT615	Capital (Other) / 5307 / TRPTA					100		
PT616	Training / 5307 / TRPTA					16		
PT607	Capital (Bus Purchases) / 5307 / TRPTA					204		
PT618	Capital (Facility) / 5307 / TRPTA					40		

B. Financial Plan

Fiscal Constraint

The TIP is a fiscally constrained document. Funding sources are identified and projects expected to be funded. Table II identifies the estimated project costs programmed in the TIP annually for the next five years. 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 II
Anticipated TIP Revenues/Estimated Project Costs by Fiscal Year**

Fiscal Year	Federal	State	Local/Other	TOTAL
FY 2012	11,682,000	535,000	1,060,000	13,277,000
FY 2013	10,342,000	331,000	1,241,000	11,914,000
FY 2014	3,150,000	0	1,004,000	4,154,000
FY 2015	1,453,000	0	868,000	2,321,000
FY 2016	113,000	0	9,000	122,000
PD	6,568,000	0	520,000	7,088,000
TOTAL	\$33,308,000	\$866,000	\$4,702,000	\$38,876,000

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

	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	PD
Allocated STP-U Funds	1,390,944	1,390,944	1,390,944	1,390,944	1,390,944	1,390,944
Match Requirement	110,182	110,182	110,182	110,182	110,182	110,182
Total Available Funds	8,403,857	6,021,983	4,207,109	4,004,235	5,505,361	6,884,487
Programmed Funds	3,883,000	3,316,000	1,704,000	0	122,000	7,088,000
Balance of Funds	\$4,520,857	\$2,705,983	\$2,503,109	\$4,004,235	\$5,383,361	(\$203,513)

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

Table III identifies that the BMPO area programs all of their potentially available STP-Urban funds. 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.

Table IV identifies the estimated FTA 5307 federal apportionments to the BMPO urbanized area compared with programmed amounts. The FTA 5307 apportionments were increased by 3.5% annually based on historical trends.

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

	FY 2012	FY 2013	FY 2014	FY 2015
Allocated 5307 Funds	983,000	1,017,000	1,053,000	1,089,000
Total Available Funds	2,601,000	2,536,000	2,116,000	1,857,000
Total Programmed	1,082,000	1,473,000	1,348,000	1,230,000
Balance of Funds	\$1,519,000	\$1,063,000	\$768,000	\$627,000

TRPTA does not fully utilize apportioned funds due to lack of sufficient match. If matching funds were secured, TRPTA could potentially expand operations and services within the urbanized area.

Disbursement of Federal Funds

Table V 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 V
Disbursement of Federal Funds**

Projects	Federal	State	Local/Other	TOTAL	Percent
System¹	12,622	17	983	13,622	35%
Bridge²	7,275	530	47	7,852	20%
Pavement³	6,673	319	210	7,202	19%
Enhancements⁴	0	0	0	0	0%
Planning⁵	1,390	0	112	1,502	4%
Public Transportation	5,057	0	3,327	8,384	22%
TOTAL	\$33,017	\$866	\$4,679	\$38,562	100%

¹ Includes roadway expansion, reconstruction and intersection projects

² Includes bridge replacement and rehabilitation projects

³ Includes pavement replacement and rehabilitation projects

⁴ Includes projects funded under the STP-Enhancement Program and SR2S Program

⁵ Includes planning and training funds programmed by BMPO, ITD and TRPTA

It is important to note that the total funds programmed for "System" projects has reduced dramatically from 68% to the current amount of 35%. This occurred in part due to GARVEE bonding. Due to the limited funds accessible to the area for system improvements, the available funds are being programmed for pavement, bridge and other safety projects, which has increased from 18% to 39% of the total federal disbursements.

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

Type of Project	Total Estimated Annual Revenues	Percent of Revenues
Operations and Maintenance	12,424,900	54%
Expansion and Reconstruction	10,459,000	46%
TOTAL	\$22,883,900	100%

Source: Cities of Ammon, Idaho Falls, Iona and Bonneville County 2005-2009 Annual Road and Street Financial Reports and ITD Headquarters and District 6

Table VI 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 64% are used on operations and maintenance while only 36% are used on expansion and reconstruction projects.

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

TABLE VII
Estimated Annual Revenues for Operations and Maintenance by Revenue Source

Revenue Source	Total Estimated Annual Revenues	Percent of Revenues
Federal	2,819,400	23%
State	4,389,900	35%
Local	5,215,600	42%
TOTAL	\$12,424,900	100%

Source: Cities of Ammon, Idaho Falls, Iona and Bonneville County 2005-2009 Annual Road and Street Financial Reports and ITD Headquarters and District 6

Table VII indicates over 3/4 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 23% 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 \$12 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, available revenues equal the costs programmed in the TIP. Table VIII identifies the percentage of funds expended between capital and operations/maintenance.

**TABLE VIII
TRPTA Programmed Expenditures**

	FY 2012	%	FY 2013	%	FY 2014	%	FY 2015	%	TOTAL	%
Capital	290,000	27	645,000	44	483,000	36	344,000	28	1,762,000	34
Operations/ Maintenance	792,000	73	828,000	56	865,000	64	886,000	72	3,371,000	66
Total	1,082,000	100	1,473,000	100	1,348,000	100	1,230,000	100	5,133,000	100

TRPTA typically will expend around 70 percent of its anticipated revenue to operate and maintain the current system, as identified in FY 2012, FY 2014 and FY 2015. However, in FY 2013, capital funds are programmed for a park and ride lot.

As discussed in Table IV, additional federal funds exist but are not reasonably expected to be available due to lack of matching funds. Given the current situation, adequate funds appear to be available to operate and maintain the existing public transportation system. However, the existing system boundaries and service hours/days have a great need to be expanded as outlined in the 2006 Short Range Public Transportation Plan.

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 8/17/11
 Darrell M. West
 Director

**METROPOLITAN TRANSPORTATION PLANNING PROCESS
SELF CERTIFICATION**

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

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323; as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users;
- II. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;
- III. Section 1101 of the Transportation Equity Act for the 21st Century (Pub. L. 105-178) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded projects (Pub. L. 97-424, Sec. 105 (f), 49 CFR part 23);
- IV. The provision of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37 and 38); and
- V. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)). **(Note—only for Metropolitan Planning Organizations with non-attainment and/or maintenance areas within the metropolitan planning area boundary)**

Bonneville Metropolitan Planning Organization

Idaho Department of Transportation



Darrell M. West
Director

Randy Kyrias, Administrator
Transportation Planning Division

8/17/11

Date

Date

Attachment A

Bonneville Metropolitan Planning Area

2012 – 2016

Potential Groupable Projects

Attachment A - Potential Groupable Projects

Key Number	Project Description / Funding Category / Project Sponsor	Phase	2012	2013	2014	2015	2016	PD
H6120	Citywide ADA and Concrete Sidewalk Improvements (on arterial and collector roadways) / STP-Urban / City of Idaho Falls	CN						255
		PE		32				
		RW						
H6130	Traffic Signal Removal Study / STP-Urban / City of Idaho Falls							77
11687	City Wide Traffic Signal Coordination Study / STP-Urban / Idaho Falls				298			
12472	Pancheri Drive / East Lateral Canal Bridge / STP-Urban / Idaho Falls	CN						670
		PE						210
		RW						
12473	17th Street Overlay / Pancheri Bridge East / STP-Urban / Idaho Falls	CN			1406			
		PE						
		RW						
11478	Broadway (US-20), Bellin to Yellowstone / Pavement Preservation / ITD	CN		1990				
		PE						
		RW						
11478	Broadway (US-20), Bellin to Yellowstone / Safety-Statewide / ITD	CN		315				
		PE	50					
		RW						
11668	I-15B, Sunnyside to Lomax, Pavement Rehabilitation / Pavement Preservation / ITD	CN		1617				
		PE						
		RW						
11668	I-15B, Sunnyside to Lomax, Pavement Rehabilitation / Safety-Statewide / ITD	CN		370				
		PE						
		RW						
12482	Cliff St., RRKing Gate/Signal / Safety-Rail / ITD	CN		215				
		PE	10					
		RW						
11680	Hitt Road, US-20 to US-26, Pavement Rehabilitation / STP Rural / Bonneville County	CN		1454				
		PE						
		RW						
NA	Safe Routes to School Coordination /Safety-Statewide (SR2S) / BMPO		40					
11201	Metropolitan Area Transportation Planning / PL / BMPO		182					
11685	Metropolitan Area Transportation Planning / PL / BMPO			182				
12480	Metropolitan Area Transportation Planning / PL / BMPO				182			

Key Number	Project Description / Funding Category / Project Sponsor	Phase	2012	2013	2014	2015	2016	PD
12481	Metropolitan Area Transportation Planning / PL / BMPO					182		
NA	Safe Routes to School Coordinator / Statewide (SR2S) / BMPO			50				