

LEWIS-CLARK VALLEY METROPOLITAN PLANNING ORGANIZATION

Member Agencies:
City of Asotin, Washington
City of Clarkston, Washington
City of Lewiston, Idaho
Asotin County, Washington
Nez Perce County, Idaho

Unified Planning Work Program Fiscal Years 2015-2016

Board

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Staff

Shannon Grow, LCVMPD Director
Barb Cook, Finance Officer

Prepared by: Shannon Grow, City of Lewiston

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Amendment 2: Approved by the Policy Board March 9, 2016

Table of Contents

<i>Purpose</i>	3
<i>Development Process</i>	3
<i>Defining Roles and Responsibilities</i>	3
<i>Coordination</i>	3
<i>Participants</i>	4
<i>Significant Issues Facing the Region</i>	5
<i>Planning Process</i>	6
<i>FY2014 In Review</i>	7
<i>UPWP Work Tasks FY2015/FY2016</i>	8
<i>Unfunded Needs in Transportation Planning</i>	15
<i>UPWP Balance Sheet FY2015/FY2016</i>	16
<i>Budget By Task</i>	17

Purpose

Lewis-Clark Valley Metropolitan Planning Organization (LCVMPO) is responsible for conducting a continuing, coordinated, and comprehensive transportation planning process in the Lewis-Clark Valley consistent with Federal and State laws. LCVMPO's work involves regional transportation policy development, public involvement, technical studies, and project planning and assisting programming for the cities of Asotin and Clarkston, Washington and Lewiston, Idaho and the counties of Asotin County, Washington and Nez Perce County, Idaho; in the Metropolitan Transportation Improvement Program (MTIP).

This Unified Planning Work Program (UPWP) outlines LCVMPO's intended work for Fiscal Year 2015, which begins October 1, 2014 and ends on September 30, 2015 as well as Fiscal Year 2016 which begins on October 1, 2015 and ends on September 30, 2016.

Development Process

Development of this UPWP is supposed to be a coordinated process involving the five member agencies of the LCVMPO and representatives from the Metropolitan Planning Organization's (MPO) Technical Advisory Committee (TAC). UPWP technical studies are tasks intended to place LCVMPO in a position that assists in the preparation of the annually adopted Metropolitan Transportation Improvement Program (MTIP) for the metropolitan area.

Defining Roles and Responsibilities

The Lewis-Clark Valley Metropolitan Planning Organization has entered into Memoranda of Understanding with the States of Idaho and Washington that outline the roles and responsibilities of the parties involved in this process. These agreements are in conformance with Federal laws under which this MPO was organized.

Coordination

An Integral part of LCVMPO's mission is to ensure the transportation planning and development activities of participating jurisdictions, agencies and interest groups are well coordinated. Coordinated efforts help ensure the optimal use of limited local, state and federal resources. Accordingly, many tasks within this UPWP emphasize the use of procedures and policies for public involvement, and the coordinated sharing of information and data between member agencies.

Participants

The primary public agency participants in LCVMPPO's regional transportation planning process include:

LCVMPO Member Agencies

- City of Asotin, Washington
- City of Lewiston, Idaho
- City of Clarkston, Washington
- Asotin County, Washington
- Nez Perce County, Idaho

Other Agencies

- Idaho Transportation Department (ITD)
- Washington State Department of Transportation (WSDOT)
- Port of Lewiston, Idaho
- Port of Clarkston, Washington
- Asotin County PTBA
- Lewiston Transit
- Nez Perce Tribe
- Lewiston/Nez Perce County Airport Authority
- Palouse Regional Transportation Planning Organization (PRTPO)
- Federal Highway Administration
- Federal Transit Administration

Significant Issues Facing the Region in FY2015-FY2016

Like most areas, the LCVMPPO member agencies must balance the needs of improving and updating an aging infrastructure while trying to accommodate growth. Some of these challenges are:

- The dramatic effect of the national recession on local revenues which has impeded the ability to fund needed projects;
- There are limited federal resources compared to needs in the region;
- Gas tax revenues are based on gallons sold rather than a percentage of cost. Additionally gas tax is not indexed or automatically rolled up.
- Higher fuel prices adversely affect transit service operational costs;
- The region needs a secure funding source for the continuance and expansion of public transportation, carpooling, and pedestrian access to transit in the urban area, especially on the Idaho side;
- Maintaining and improving the level of service for traffic flow among all jurisdictions in the urban area;
- Development and implementation of a region-wide unified GIS system to aid in regional system management and decision making, and data collection warehouse;
- Addressing traffic congestion on US 12 through the Cities of Clarkston and Lewiston including the issue of freight mobility and addressing the impacts of a major highway on downtown development;
- Coordination between various land use plans and transportation plans while moving into regional transportation planning;
- Opposition to future dredging of the Columbia/Snake River/Clearwater System that may ultimately limit barge traffic;
- Uncertainty over dredging may redirect barge traffic on to rail and truck traffic increasing the number of trains and truck movements;
- Freight service is impacted by rising fuel prices, reduced barge traffic and increased congestion;
- Continuance of rail service throughout the region, including the need for a rail yard for the trans-shipment of goods;
- An intermodal hub where freight can efficiently move between carrier types such as barge, rail, and trucks.
- Improved access to Port facilities along the waterfront is critical to encourage its use.

The LCVMPPO has identified a work program for FY2015 through FY2016 to best position the MPO to address these issues in the coming years.

Planning Process

The Lewis-Clark Valley MPO is required by law (23 CFR 450.306(a)) to implement a planning process that is continuous, cooperative, and comprehensive known as the 3 C's. The 3 C's provide a way to consider and implement projects, strategies, and services that address the following eight (8) factors.

1. Increase the safety of the transportation system for motorized and non-motorized users;
2. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
3. Increase the 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 consistency 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 system management and operation; and
8. Emphasize the preservation of the existing transportation system.

The metropolitan transportation planning process shall be carried out in coordination with the statewide transportation planning process required by 23 USC 135 and 49 USC 5304. New regulations may be required as MAP-21 rulemaking occurs over the next two years. The Lewis Clark MPO will incorporate new planning regulations as they are finalized.

FY2014 in Review

The Lewis-Clark Valley MPO was able to complete the following planning projects identified on the FY-2014 UPWP.

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The following projects are those identified and described in the FY2014 UPWP's, but not completed or started. The LCVMPPO is still committed to these projects and will pursue them in FY15-FY16.

Project Name	Status	Task Cost	Expended⁽¹⁾
Lewiston Main & D Corridor Study	Underway	\$80,000.00	\$40,000.00
Bike Master Plan	Underway	\$63,000.00	\$2,000.00
Title VI Plan	Underway	\$3,000.00	\$500.00
Public Participation Plan	Underway	\$3,000.00	\$500.00
Transit Master Plan	Postponed to FY15	\$47,250.00	\$0.00
Airport Area Traffic Study	Underway	\$52,500.00	\$0.00
Total Committed Projects		\$248,750.00	\$43,000.00

⁽¹⁾ Amounts are estimates of funding expended as of September 30, 2014.

UPWP Work Tasks for FY2015 & FY2016

The remainder of this document describes tasks for planning activities that LCVMPPO will undertake and finish after adoption of this UPWP, starting October 1, 2014, ending September 30, 2016. Dollar amounts assigned to tasks are estimates. The LCVMPPO contracts with its member agencies for administration of the MPO through a part time Director, part time Washington Liaison and part time Finance Director.

1. Program Administration and Coordination

Overview: The purpose of this task is to administer the overall metropolitan transportation planning process in an open and collaborative environment. Program administration activities are undertaken to ensure MPO compliance with applicable provisions of Titles 23, 40, and 49 of the US Code and the Code of Federal Regulations that call for a continuing, comprehensive, and cooperative metropolitan transportation planning process. Program Administration is a core MPO function and includes the development and tracking of the Unified Planning Work Program.

1.1 Program Administration - \$40,000.00 (FY2015), \$40,000 (FY2016)

Program administration includes ongoing agency management and operations; including finance and grant reporting, communications, outreach activities relevant to MPO projects and priorities, and MPO involvement in local, state, tribal, and federal transportation policy development. Most tasks identified in this work program element are on-going and include but are not limited to:

A. General Office and Staff Management

- i. Clerical support, staff support
- ii. Preparation, facilitation, and documentation of Policy Board, Technical Advisory Committee, and other ad hoc committee meetings
- iii. Staff development, including attendance at trainings and conferences
- iv. Computer hardware and software maintenance and purchase

B. Fiscal and Work Program Management

- i. Develop the annual budget and prepare monthly financial reports to the Policy Board
- ii. Monitor the annual Unified Planning Work Program (UPWP), monitor activity progress and task completion, and amend as necessary
- iii. Develop the prioritization and selection process of projects using STP and TA funding and monitor projects for timely progress.

C. External Communications

- ii. Advertise public meetings and MPO sponsored events
- iii. Communicate with the media regarding current MPO planning and policy activities
- iv. Transmit MPO recommendations and actions to appropriate local, state, tribal, and federal agencies and elected officials
- v. Respond to informal requests from state, tribal, and federal officials for information related to MPO plans and programmatic priorities
- vi. In the event that MPO staff and/or policy board members choose to pursue outreach to state or federal administration and elected officials, related expenditures, including staff time, travel, etc., will be from non-federal, non-state sources, and non-match. Any such communication that may occur will be documented and reported to WSDOT and ITD, and records will be available on file documenting that no state or federal funds were expended. (23CFR630.112)
- vii. Execute a memorandum of agreement (MOA) with WSDOT that will include specific provisions for cooperatively developing and sharing information related to the development of financial plans that support the metropolitan transportation plan and the metropolitan TIP, and development of the annual listing of obligated projects. (23CFR450.314).
- viii. Monitor LCVMPPO website and update as necessary for upcoming meetings, minutes of past meetings, current documents, and work tasks.

D. External Coordination

- i. Monitor and participate in relevant state, tribal, and federal policy, funding, and/or policy matters.
- ii. Attend and present information at public meetings and MPO sponsored events.
- iii. Coordinate and consult with other MPOs, RTPOs, and elected officials on tribal, state, regional, and local transportation projects and policy issues
- iv. Coordinate with public, area non-profit, and private sector transportation providers on public transportation projects and policy issues, including a process for seeking out and considering the needs of those traditionally underserved by existing transportation systems, who may face challenges accessing employment and other services.
- v. Attend quarterly WSDOT MPO/RTPO Coordinating Committee meetings and ITD STP Balancing Committee meetings.

1.2 Complete a Self-Certification Review, \$250 (FY2015), \$250 (FY2016)

The LCVMPPO is responsible to certify that the MPO is following all federal and state planning rules and regulations. Each year, in conjunction with the MTIP development, the MPO will complete a self-certification process to be reviewed by an interagency consultation team. The MPO Policy Board will adopt the certification and include the approved certification with the final MTIP in October of each year.

Deliverable: MPO Self-Certification Package

Date Due: September 30, 2015, September 30, 2016

Lead: MPO Director

Support: Policy Board, Technical Advisory Committee, and coordination with WSDOT, ITD, FHWA, and FTA

1.3 Develop SFY 2017-2018 Unified Planning Work Program (UPWP) for October 1, 2016 through September 30, 2018, \$2,000 (FY2016)

The UPWP, developed bi-annually, accounts for regionally-significant transportation planning efforts to be undertaken with federal funding by the LCVMPPO and other jurisdictions or agencies within the metropolitan area. The UPWP identifies transportation planning priorities for the LCVMPPO and allocates staff and contracted resources to specific issues and projects. It assists the local, state, tribal, and federal agencies in coordinating transportation planning activities. It has also been identified that there is a need to develop a policy on amendments to the UPWP.

Deliverable: SFY 2017 – SFY 2018 UPWP

Timeframe: June through September 2016

Lead: MPO Director

Support: Policy Board, Technical Advisory Committee, and coordination with WSDOT, ITD, FHWA, and FTA

Approval: FHWA and FTA

1.4 Develop Annual Report for FY2014 and FY2015, \$500 (2015), \$500 (2016)

The annual report shows the regionally-significant transportation planning efforts accomplished with federal funding by the MPO and other jurisdictions or agencies within the metropolitan area. The annual report identifies ongoing transportation planning priorities for the MPO.

Deliverable: Annual Report for SFY 2014 and SFY 2015

Timeframe: SFY 2014 due by 12/30/2014, SFY 2015 due by 12/30/2015

Lead: MPO Director

Support: Policy Board, Technical Advisory Committee, and coordination with WSDOT, ITD, FHWA, and FTA

Approval: FHWA and FTA

2. Public/Stakeholder Participation & Education

Overview: An ongoing public involvement process is a vital component of a successful metropolitan transportation planning process. Key provisions of the Public Participation Plan include providing complete information to the public and stakeholders; timely public notice of LCVMPPO meetings, public comment periods, and other activities; full public access to key decisions and decision making processes; and support for early and continuing involvement of the public in all planning and programming activities. This is a core function and an ongoing task that encompasses the MPO's processes and procedures for engaging the public and stakeholders in the metropolitan planning process.

2.1 Public Participation Plan Revisions, \$2,500 (Continued task from FY2014)

Revise the 2005 Public Participation Plan to meet the requirements of Title 23 CFR 450.316. This document is a participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process. The SFY 2014 work on the participation plan includes but is not limited to defining a strategic planning outline for:

- a. Providing adequate public notice of public participation activities
- b. Providing timely notice and reasonable access to information about transportation issues and processes
- c. Employing visualization techniques to describe metropolitan and regional plans and TIPs
- d. Making public information available in electronically accessible formats and means
- e. Holding public meetings at convenient and accessible locations and times
- f. Demonstrating consideration and response to public input received during development of the MTP and MTIP
- g. Seeking out and considering the needs of those traditionally underserved by existing transportation systems
- h. Providing additional opportunity for public comment if the MTP or MTIP differs significantly from the version originally made available for public comment
- i. Coordinating with the statewide transportation planning public involvement and consultation processes
- j. Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process
- k. Ensure that the MPO's public participation process satisfies the public transportation operators public participation process, when necessary.

Deliverable: Revised Public Participation Plan

Amount Expended: \$500.00

Amount Remaining: \$2,500.00

Date Due: January 1, 2015

Lead: MPO Director

Support: Policy Board and Technical Advisory Committee

2.2 Title VI Plan Revisions and Certification, \$2,500 (Continued task from FY14)

The LCVMPPO is responsible to certify that the MPO is following all federal and state planning Title VI rules and regulations. Each year, the MPO will complete a Title VI report to be reviewed by an interagency consultation team. The MPO Policy Board will adopt the Title VI plan and submit the final version to WSDOT and ITD.

Deliverable: Title VI Plan

Amount Expended: \$500.00

Amount Remaining: \$2,500.00

Date Due: January 1, 2015

Lead: MPO Director

Support: Policy Board, and Technical Advisory Committee

2.3 Human Services Transportation Coordination Plan (HSTCP) Update, \$5,000 (2016)

Project Description: A current Coordinated Human Services Transportation Plan is a required document by FTA to access certain grant programs such as 5310 – Enhanced Mobility for Seniors and Individuals with Disabilities. Furthermore WSDOT requires the Coordinated HSTP to access 5311 for rural funding. A Coordinated HSTP is required to be updated every four years. LCVMPO Staff will be meeting with the RTPO Director to coordinate all details of funding and deliverables.

Project Outline:

- Purpose, background and goals
- Demographic/socio-economic data
- Define unmet needs
- Strategies to resolve unmet needs
- Summary of existing transportation services
- Public outreach

Deliverable: *Updated Human Services Transportation Plan*

Date Due: August 2016

Lead: MPO Director, RTPO Director

Support: Technical Advisory Committee, LCVMPO Policy Board, RTPO Board, WSDOT

2.4 Tribal Consultation Policy, \$1,000 (FY2015)

Continued discussions with the Nez Perce Tribe on developing an approach for coordinated planning efforts and needs.

Deliverable: Initial discussions with the Nez Perce Tribe

Date Due: September 30, 2015

Lead: MPO Director

Support: Policy Board and Technical Advisory Committee

2.5 Active Living Education and Promotion, \$5,000 (2015), \$5,000 (2016)

Possible activities include: advertising campaigns, outreach at community events, print media, website development for the promotion and education of modes that include bicycle, pedestrian, transit, etc.

Deliverable: Various. Examples include event booths, print media such as surveys and route maps, television and/or radio advertising, and website development.

Date Due: Ongoing Activity

Lead: MPO Director

Support: Policy Board and Technical Advisory Committee

3. Systems Analysis/Information Management

Overview: Collecting, analyzing, maintaining, and reporting activities necessary to provide accessible and pertinent information to the transportation decision making process. The data is used for travel demand and air quality modeling to identify transportation issues, propose solutions and evaluate activities that are subsequently implemented. The products are continuously updated and compiled in various formats and made available to the member agencies and the public. All data from this task are intended to facilitate informed decision making by elected and governing officials for other tasks identified in this UPWP including the MTP and the TIP. This is a core MPO function.

It is the goal of the LCVMPO that all work efforts undertaken, and regional studies performed will contribute data to the overall system to meet multiple objectives. Requests for MPO funding will be evaluated from that standpoint. The data produced will need to be formatted for easy compilation into and retrieval from the LCVMPO data sets.

3.1 Data Collection and Analysis - \$30,000 (2015), \$30,000 (2016)

Data collection, analysis, maintenance, and reporting activities are necessary to sustain the MPO decision making process and produce transportation planning products. Data is captured, processed, and used to identify transportation issues, propose solutions, and monitor trends. Data maintained by the MPO is accessible to member agencies and the public. Data collection tasks may be associated with technical tools and functions necessary to support analytical work and forecasting, including computer hardware and software and licenses for travel demand modeling and traffic operations micro-simulation, and for electronic hardware used in various types of traffic counting. Other data collection and analysis activities are coordinated with WSDOT, ITD, cities, counties, public transportation operators, and port districts to support statewide transportation planning and programming priorities and decisions. Certain data collection tasks, such as traffic counts on state highways are provided by WSDOT and ITD. Other activities are coordinated with WSDOT, ITD, cities, counties, and port districts.

Tasks:

A) Data Collection

- 1) Collect existing traffic data from member agencies.
- 2) Determine the most appropriate method for data collection for the City of Asotin and City of Clarkston.
- 3) Collect current land use plans to be used in traffic modeling (prediction).
- 4) Consolidate data from previous and ongoing transportation planning studies.

B) Develop a plan to combine existing data and information with the current data within the Travel Demand Model.

- 1) Develop a plan to collect missing data and information.
- 2) Purchase equipment needed for data collections such as traffic counters when needed.

Timeframe: Ongoing

Lead: Washington Liaison, Asotin County GIS Coordinator

Support: Technical Advisory Committee, member agencies staff

3.2 Aerial Images - \$15,000 (FY2015)

Aerial images of the Lewis Clark Valley MPO. These aerials will be used to help plan future streets, bike routes and pedestrian improvements. Three inch aerial imagery can be used to measure existing street widths and provide preliminary design data for striping modifications to improve safety and efficiency for all modes of transportation. Updated aerials will also allow the MPO to inventory new streets and update recent sidewalk improvements.

Deliverable: Aerial image data set of the area within the MPO

Timeframe: September 30, 2015

Lead: Consultant Services, Lewiston staff

Support: MPO Director, Technical Advisory Committee, member agencies' staff

4. Metropolitan Transportation Plan (MTP)

Overview: Valley Destinations 2040 is the most recent Metropolitan Transportation Plan approved by the Lewis Clark Valley MPO. The MTP update process included documentation of how the federal planning factors are considered as part of the transportation planning program, collaborative financial planning illustrating fiscal constraint, clear delineation of latest planning assumptions, and demonstration of supporting analysis for all of the elements of the plan. Staff will continue monitoring local and regional plans, policies, programs, and projects to ensure consistency with the MTP; consider proposed amendments to the MTP; continue developing and maturing transportation planning efforts related to freight mobility, transportation security, and, continue integration of safety with long range transportation analysis and planning. The process demonstrated the need to address regional multimodal issues and for regional prioritization of projects for bicycle, pedestrian and transit improvements. The Bike Master Plan was initiated in FY2014 and will be appended to the MTP after completion. In FY2015, the Transit Master Plan will be initiated and also appended upon completion. Metropolitan Transportation Planning is an ongoing core MPO function with updates occurring at least

every five years (as per federal planning regulations) and amendments occurring as warranted through coordination with member agencies.

4.1 LCVMPO Bike & Pedestrian Master Plan, \$65,804 (Continued task from FY14)

Identification and assessment of opportunities for improving the bicycle and pedestrian transportation network, public input on needs for improvement, planning of a future network and identification of select prioritized capital improvements. The results of these efforts will be presented as a master plan for the Lewis- Clark Valley bicycle and pedestrian system. In addition to a future bicycle and pedestrian network, a list of prioritized capital improvements with cost estimates will be generated. A portion of this plan will identify conflict area or locations which have a high level of incidents between bikes/pedestrians and motor vehicles. Projected updates to this plan are every four years.

Deliverable: Coordinated Bike & Pedestrian Master Plan

Amount Expended: \$2,000.00

Amount Remaining: \$63,804.00

Timeframe: April, 2015

Lead: Consultant, Lewiston Staff

Support: MPO Director, Technical Advisory Committee, member agencies' staff

4.2 Gun Club Road/Lapwai Road Corridor Study, \$80,000 (FY2016)

This study examines projects #7, #8, #10, #11, #15, #21, #22, and #23 in the 2040 Valley Destinations Plan (LCVMPO LRTP) in the Gun Club Road / Lapwai Road Corridor.

Project Location: Gun Club Road from 10th Street to Lapwai Road and Lapwai Road from Gun Club Road to East Main Road, including the connecting corridors of Juniper Drive, 11th Avenue and 16th Avenue.

Deliverable: This study will review the projects relative to need and feasibility, provide update project cost estimates, and make recommendations with project phasing.

Amount Budgeted: \$80,000.00

Amount Remaining:

Date Due: September 30, 2016

4.3 Lewiston Main and D Street Corridor Study, \$84,000 (Continued task from FY14)

This study creates a comprehensive plan for Main and D Streets, from 1st to 11th Streets. Public input will be a large component of this study. The major objective is to develop a study that includes-final recommendations for the corridors streets and intersections that may be utilized to obtain the necessary right-of-way and guide future projects. The area encompassed by this project is included in the Lewiston-Clarkston Downtown Circulation Plan (2011), a plan commissioned by LCV-MPO.

Project Location: Downtown Lewiston on Main Street and D Street from 1st Street east to the intersection of 11th Street.

Deliverable: A comprehensive study of Main St. and D St. from 1st St. to 11th St. inclusive of intersections. This study will include a recommendation for a final cross sections, right-of-way, and preliminary cost estimates. This final study will be complete such that with the addition of topographic mapping, the plan may be used to develop a preliminary design.

Amount Expended: \$40,000.00

Amount Remaining: \$44,000.00

Date Due: December 30, 2014

Lead: Consultant, Lewiston Staff

Support: MPO Director, Technical Advisory Committee

4.4 LCVMPO Transit Master Plan, \$27,000 (2015)

Coordinated Master Plan for public transportation in the Lewis Clark Valley that develops short term and long term transit service and capital investment priorities, projections, and recommendations. This task includes a public participation process which incorporates stakeholder input and public surveys (riders, general public, local service providers, and local policy makers) about current services and future needs of public transportation. The Transit Master Plan shall incorporate performance measures, an asset management plan, and a safety and security plan.

Deliverable: Coordinated Transit Master Plan that incorporates both public transportation systems in the LCVMPPO (Lewiston Transit and the Asotin County PTBA)

Timeframe: September 30, 2016

Lead: Consultant, MPO Director

Support: MPO Director, Technical Advisory Committee, member agencies' staff

4.5 Asotin Transportation Plan, \$30,000 (2016)

A city-wide transportation planning plan with a specific focus on developing an up-to-date capital improvement plan (CIP) which will include the review of the existing multimodal transportation network to identify areas for improved connectivity and system efficiency. This study will cover a 20-year horizon and will account for projected growth in the City.

Deliverable: Asotin Transportation Plan

Timeframe: December, 2016

Lead: Consultant, MPO Director

Support: MPO Director, Technical Advisory Committee, member agencies' staff

4.6 MAP-21 Implementation and Performance Measures

Monitor proposed federal rulemaking and guidance regarding MAP-21 implementation and performance measures required for the LCVMPPO. Evaluate performance management system developed by FHWA and other regional partners for applicability to the LCVMPPO.

Deliverable: Amend LCVMPPO processes and/or plan as necessary in response to or to fulfill future rulemaking and guidance from FHWA.

Date Due: As needed

Lead: MPO Director

Support: WA Liaison, Technical Advisory Committee, Policy Board, FHWA, WSDOT, ITD

5. Transportation Improvement Program (TIP)

5.1 Develop 2016-2020, 2017-2021 Metropolitan Transportation Improvement Programs - \$2,000 (FY2015), \$2,000 (FY2016)

The LCVMPPO is responsible under state and federal statutes to conduct a programming process for the purpose of authorizing expenditures of federal funds for regionally significant transportation improvement projects. Each year, the MTIP development begins in April with the process and schedule notification to local agencies and, when available, notices of STP funding. Local TIPS are due to the MPO in July. The MPO TAC will review the document and projects to ensure the region's projects represent the priorities as identified through various prioritization processes. The TAC will recommend the MTIP to the Policy Board for consideration during the August TAC meeting. The MPO Policy Board will evaluate projects and conduct a public engagement process in order to approve a final MTIP by September. The program is then transmitted to WSDOT for inclusion in the Statewide Transportation Improvement Program (STIP) and ITD for inclusion of the Idaho Transportation Investment Plan (ITIP).

Deliverable: 2016-2020, 2017-2021 Metropolitan Transportation Improvement Programs

Date Due: September 30 2016, September 30, 2017

Lead: MPO Director

Support: Policy Board, Technical Advisory Committee, and coordination with WSDOT, ITD

Unfunded Needs in Transportation Planning

The LCVMPO has committed to the process of coordinated regional transportation planning and recognizes that the costs to meet the needs exceed available funding. During the preparation of the Long range Transportation Plan various projects within in each member agency were identified as necessary; LCVMPO reviewed these projects and the fundamental issues for their selection and identified the following essential planning needs (accessibility, deficiencies, and congestion) that are not covered by anticipated funding:

Intersections and Access

Development of standards to be used by member agencies to apply to future development along functionally classified corridors and an analysis of incorporating intelligent transportation systems (ITS) as a tool to maximize efficiency of existing facilities and flow between communities. (Estimated cost, \$100,000);

Multi-modal Mobility

Development of studies to identify areas and strategies for improved connectivity between commercial/industrial areas and residential areas (Estimated cost, \$150,000);

Interstate Bridges

Analyze existing corridors that provide access to the current interstate bridges (Estimated cost, \$130,000);

Note: The costs estimated for the unfunded priorities are estimates only, subject to change upon the commencement of planning activities.

UPWP Budget Balancing Sheet

LCVMPO Estimated Revenues and Funding Sources for FY2015 & FY2016 MPO Activities and Tasks

Source	FY2015	FY2016	Total
Idaho FTA/FHWA	\$85,440.54	\$85,440.54	\$170,881.08
Match (7.34%)	\$6,271.34	\$6,271.34	\$12,542.67
Total Estimated Idaho Planning Funds Available	\$91,711.88	\$91,711.88	\$183,423.75
Washington FHWA	\$64,690.00	65000.00	\$129,690.00
Match (13.5%)	\$8,733.15	\$8,775.00	\$17,508.15
Washington FTA	\$12,218.00	12000.00	\$24,218.00
Match (13.5%)	\$1,649.43	\$1,620.00	\$3,269.43
Total Estimated Washington Planning Funds Available	\$87,290.58	\$87,395.00	\$174,685.58
Total Funds Available FY15-FY16	\$179,002.46	\$179,106.88	\$358,109.33
Carry Forward FY14 funds			\$215,304.00
Total Estimated Revenues for FY15 – FY16			\$573,413.33

LCVMPO FY15 - FY16 Budget by Task

Task	FY2015	FY2016	Total
1. Program Administration and Coordination			
1.1 Program Administration	\$40,000.00	\$40,000.00	\$80,000.00
1.2 Complete a Self Certification Review	\$250.00	\$250.00	\$500.00
1.3 Unified Work Program		\$2,000.00	\$2,000.00
1.4 Annual Report	\$200.00	\$200.00	\$400.00
2. Public/Stakeholder Participation & Education			
2.1 Public Participation Plan	\$2,500.00		\$2,500.00
2.2 Title VI Plan	\$2,500.00		\$2,500.00
2.3 Human Services Transportation Plan Update		\$5,000.00	\$5,000.00
2.4 Tribal Consultation Policy	\$1,000.00		\$1,000.00
2.5 Active Living Education and Promotion	\$5,000.00	\$5,000.00	\$10,000.00
3. Systems Analysis/Information Management			
3.1 Data Collection and Analysis	\$30,000.00	\$30,000.00	\$60,000.00
3.2 Aerial Photo Project	\$15,000.00		\$15,000.00
4. Metropolitan Transportation Plan			
4.1 Bike Master Plan	\$63,804.00		\$63,804.00
4.2 Gun Club / Lapwai Road Corridor Study		\$80,000.00	\$80,000.00
4.3 Main & D Corridor Study	\$44,000.00		\$44,000.00
4.4 LCVMPPO Transit Master Plan		\$27,000.00	\$27,000.00
4.5 Asotin Transportation Plan		\$30,000.00	\$30,000.00
4.6 MAP-21 Implementation			\$0.00
5. Transportation Improvement Plan			
5.1 2016-2020 MTIP	\$2,000.00		\$2,000.00
5.1 2017-2021 MTIP		\$2,000.00	\$2,000.00
Total	\$206,304.00	\$221,450.00	\$427,704.00