Unified Planning Work Program
Fiscal Year FY2024

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Purpose

Unified Planning Work Programs (UPWPs) are required under 23 CFR 450.308(b). The Lewis-Clark Valley Metropolitan Planning Organization (LCVMPO) is responsible for conducting a continuing, cooperative, 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 2023, which begins October 1, 2023 and ends on September 30, 2024.

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 MPO's 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 Memorandas 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.

Cooperation

An Integral part of LCVMPO's mission is to ensure the transportation planning and development activities of participating jurisdictions, agencies and interest groups are done though cooperation. Cooperative 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, the cooperative sharing of information and data, and the coordination of projects between member agencies.

Participants

The primary public agency participants in LCVMPO'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 FY2024

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

- There are limited local, state, and 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.
- Maintaining and improving the level of service for traffic flow among all jurisdictions in the urban area.
- Addressing traffic congestion on US 12 through the City of Clarkston 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.
- Uncertainty over dredging may redirect barge traffic on to rail and truck traffic increasing the number of trains and truck movements.
- Continuance of rail service throughout the region, including the need for a rail yard for the trans-shipment of goods.
- The lack of 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.
- Proposals to breaching the four (4) lower Snake River dams, which would limit water flow and reduce operating pools, thereby limiting water navigation.
- Planning for public transportation to assess short term and long-term needs.
- Access management along various corridors in the region is needed to reduce collisions and provide safer access for bicyclists and pedestrians.
- Continued traffic increases on limited river crossings in the region.
- Planning for pedestrian accessibility and prioritization of projects.

The LCVMPO has identified a work program for FY2024 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 USC 134 (h)) 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 ten (10) 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;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

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 rulemaking occurs over the next few years. The Lewis Clark Valley MPO will incorporate new planning regulations and/or procedures as they are finalized.

Amendment Process

Over the course of FY2024, there may be issues or needs that arise which warrant an amendment to the LCVMPO's UPWP. Policy Board approval will be required in the following circumstances:

1. The addition of new tasks.
2. An increase in identified federal funding of more than 10%, or the addition of a new source of federal funding.
3. A transfer between tasks in excess of $20,000 of Federal funds.

State and Federal approval of the UPWP will be required when there is an increase in the funding of the UPWP in whole. Requests for amendments to the LCVMPO UPWP shall be submitted in writing to the LCVMPO Director. The Director will forward the task to the LCVMPO TAC for recommendation to the Policy Board. The Policy Board will make a final decision. If the change to the UPWP requires State and Federal approval, the Director will forward the amended UPWP to ITD and WSDOT, who may forward the request to FHWA/FTA for final approval if necessary.

FY2023 in Review

The following is a status of the projects in this UPWP through FY2023.

Completed

Funding Year	Description	Budgeted
FY 23	Program Administration	$110,000
FY 23	Aerial Images	$3,000
FY 23	WA Schools Safety Study	$20,000
FY 23	FY 2024 UPWP	$0
FY 23	2024-2028 MPO TIP	$0
	Total	

The following projects are those identified and described in the FY2023 UPWP, but not completed or started. The status of each project is shown below:

Project Name	Status	Task Cost	Expended[1]
Data Collection	Ongoing	$60,000	
Lewiston Thain Road Corridor Study	Underway	$200,000	
Regional Safety Action Plan	Underway	$200,000	
LCVMPO Scoping Studies	Ongoing	$0	$0

[1] Amounts are estimates of funding expended as of September 30, 2023.

UPWP Work Tasks for FY2024

The remainder of this document describes tasks for planning activities that LCVMPO will undertake and finish after adoption of this UPWP, starting October 1, 2023, ending September 30, 2024. Dollar amounts assigned to tasks are estimates. The LCVMPO contracts with the City of Lewiston to administer the organization.

1. Program Administration and In House MPO Activities

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, implementation, and tracking of the Unified Planning Work Program.

1.1 Program Administration

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) activity progress, and task completion, and amend as necessary
   iii. Develop the prioritization and selection process of projects using STBG and other funding and monitor projects for timely progress.
   iv. Develop Request for Proposals (RFPs) for consultant work; administer contracts to ensure project completeness and timeliness.
   v. Update 314 agreement with WSDOT and the Asotin County PTBA prior to expiration or when necessary amendments/modifications are required.

C. External Communications
   i. Advertise public meetings and MPO sponsored events
   ii. Communicate with the media regarding current MPO planning and policy activities
   iii. Transmit MPO recommendations and actions to appropriate local, state, tribal, and federal agencies and elected officials
   iv. Respond to informal requests from state, tribal, and federal officials for information related to MPO plans and programmatic priorities
   v. 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. Monitor LCVMPO website and update as necessary for upcoming meetings, minutes of past meetings, current documents, and work tasks.
   viii. Update website design in 2023 for better ease and accessibility.

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 (STBG) Balancing Committee meetings.

E. Grant Writing/Administration Assistance
i. Assist Member Agencies and MPO TAC partners with grant regulations and requirements.
ii. Provide financial assistance to Member Agencies in grant applications. This can be done with MPO staff or the MPO may provide financial assistance to agencies when requested.

1.2 Complete a Self-Certification Form

The LCVMPO 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 September of each year.
Deliverable: MPO Self-Certification Form
Date Due: September 30, 2023
Lead: MPO Director
Support: Technical Advisory Committee, and coordination with WSDOT, ITD, FHWA, and FTA

1.3 Develop FY 2025 Unified Planning Work Program (UPWP) for October 1, 2024 through September 30, 2025

The UPWP, developed annually, accounts for regionally significant transportation planning efforts to be undertaken with federal funding by the LCVMPO and other jurisdictions or agencies within the metropolitan area. The UPWP identifies transportation planning priorities for the LCVMPO 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.
Deliverable: FY 2025 UPWP
Timeframe: June through September 2024
Lead: MPO Director
Support: Technical Advisory Committee, and coordination with WSDOT, ITD, FHWA, and FTA
Approval: FHWA and FTA

1.4 Develop Annual Report for FY2023

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 FY 2023
Timeframe: December 30, 2023
L**ead:** MPO Director
Support: Technical Advisory Committee, and coordination with WSDOT, ITD, FHWA, and FTA
Approval: FHWA and FTA

1.5 Develop 2025-2029 Metropolitan Transportation Improvement Program

The LCVMPO 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.

The MPO has requested that member agencies submit their local TIPS to the MPO in June of each year. 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 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: 2025-2029 Metropolitan Transportation Improvement Programs
Date Due: Draft for Public Comment, July 1, 2024. Final TIP, September 30, 2024.
Lead: MPO Director
Support: Technical Advisory Committee, and coordination with WSDOT, ITD

1.6 Performance Based Planning and Programming (PBPP) & System Performance

Monitor proposed federal rulemaking and guidance regarding implementation and performance measures required for the LCVMPO. Evaluate performance management system developed by FHWA and other regional partners for applicability to the LCVMPO. Coordinate with WSDOT/ITD on target setting. Provide data when necessary.
Deliverable: Amend LCVMPO processes and/or plan as necessary in response to or to fulfill future rulemaking and guidance from FHWA.
Date Due: PM – 1, February 2024
Lead: MPO Director
Support: Technical Advisory Committee, FHWA, WSDOT, ITD

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 LCVMPO 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 Active Living Education and Promotion

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. This task is in addition to core function 1.1 C. External Communication
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: Technical Advisory Committee, Lewis Clark Bike Alliance

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 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

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 missing data.
   3) Collect current land use plans to be used in traffic modeling (prediction).
   4) Consolidate data from previous and ongoing transportation planning studies.
   5) Identify resources for demographic data including population and employment data.
   6) Maintain and procure new equipment for data collection as needed.

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 for data collection such as traffic counters when needed.

C) Partner with the City of Lewiston on a cost share employee for GIS work to replicate/replace LCSC contracted services.

Timeframe: Ongoing
Lead: MPO Director
Support: Technical Advisory Committee, member agencies staff, LCSC

3.2 Aerial Images

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. This is a partnership with several jurisdictions including the five-member agencies of the MPO, the Port of Lewiston, LOID, and PUD.

Deliverable: Aerial image data set of the area within the MPO
Timeframe: September 30, 2024
Lead: Nez Perce County
Support: MPO Director

3.3 Travel Demand Model

The LCVMPO has been using QRS-II for its travel demand model (TDM) activities. The LCVMPO is exploring an updated TDM for forecasting and future transportation planning. Costs associated with this activity include software, consulting services, and data collection for the calibration and forecasting of the model to 2045 or beyond.

Deliverable: An updated, calibrated, and forecasted Travel Demand Model

Timeframe: September 30, 2024
Lead: MPO Director
Support: TAC Members

4. Metropolitan Transportation Planning Activities

Overview: Valley Destinations 2040 2.0 is the most recent Metropolitan Transportation Plan (MTP) 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 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. 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 Regional Safety Action Plan

A Regional Safety Action Plan that includes goal setting, an Action Plan committee, a safety analysis, engagement and collaboration, equity considerations, policy and process assessment, project priorities and selection, and identifies a methodology to measure progress over time. This project is contingent upon award from the Safe Streets and Roads for All (SS4A) funding and member agencies providing the local match.
Deliverable: Regional Safety Action Plan (SAP)
Date Due: December 30, 2024
Lead: MPO Director, Consultant
Support: Technical Advisory Committee, FHWA, WSDOT, ITD

4.2 Thain Road Corridor Study and Access Management Plan

A corridor study and access management plan on Thain Road between Stewart Avenue to the North and Powers Avenue to the South to evaluate the feasibility of implementing a cohesive corridor that provides a safe passageway to commercial, residential, and outside of community use. Elements include pedestrian safety, transit options, aesthetics, utilities, and network improvements.
Deliverable: Thain Road Corridor Study and Access Management Plan
Date Due: August 2024
Lead: MPO Director, Consultant
Support: Technical Advisory Committee, FHWA, WSDOT, ITD

4.3 Scoping Studies

This effort looks at various studies listed on pages 13-14 of this document and determining the scope of the projects prior to assignment of funding. For 2023, this includes the Regional Public Transportation Plan, and the Regional Bridge Study, and refreshing the Bike Master Plan and including a pedestrian component for a regional Bike/Ped Plan.
Deliverable: Draft Scope of work for each study identified
Date Due:
Lead: MPO Director, MPO TAC
Support: WSDOT / ITD

4.4 Long Range Transportation Plan (LRTP)

An update of the LCVMPO's Long Range Transportation Plan, Valley Destinations 2040 2.0. This update will include all the requirements found in 23 CFR 450.322, and rely on the travel demand modeling effort, task 3.3 of this document.

Deliverable: A multimodal, comprehensive, updated Long Range Transportation for the Lewis Clark Valley.
Date Due: December, 2025
Lead: MPO Director, Consultant
Support: Technical Advisory Committee, Policy Board, FHWA, 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 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:

Regional:

Regional Rail Assessment

Assessment of current rail service, capacity, and siding inventory for the development of a new regional rail plan. The plan will be utilized to support infrastructure development and funding requests for identified improvements, siding additional/enhancements and/or re-development of existing facilities. The improvements support an overall purpose of maximizing capacity and efficiencies of a regional rail network serving industrial sites in North Central Idaho with connecting with the Class I rail networks.

Multi-modal Route Planning

Exploring what tools are available for multi-modal route planning.

Regional Bridge Study

This study will examine the transportation network that surrounds and connects the Southway Bridge and Interstate Bridge. The MPO TAC will create a Regional Bridge working group to examine transportation facilities affected, data (both existing and needed), and internal and external agencies that could affect this network (i.e. USACE, Railroad, Nez Perce Tribe). Recommendations from this study should include potential future river crossings, potential facility improvements for capacity and multimodal travel, corridor studies for connected transportation facilities which include (but are not limited to), US 12, Main Street, D Street, Snake River Avenue, Tammany Road, and Bryden Canyon Road in Idaho and Bridge Street, SR 129, Fleshman Way, Fair Street, 15th Street, and the Red Wolf Bridge in Washington.

Truck Route Study

Truck route plan to establish truck routes to help mitigate impacts of truck traffic, identify what types of improvements are desired to assist the safe movement of freight, and to avoid conflicts with bike/ped.

Bicycle Master Plan Update

An update to the 2015 LCVMPO Bike Master Plan which will include pedestrian facilities and improvements.

Regional Public Transportation Plan

A plan to assess future needs and growth for the regional public transportation network. Components of this plan include assessment of the current system, route planning and expansion, software/hardware needs and upgrades, a capital improvement list of shelters and other facilities.

Idaho:

Lewiston 13th Street Bike / Pedestrian Levy Access

A planning effort to explore the possibilities, including a pedestrian bridge or underpass, for access to the levy trail system from the 13th Street vicinity of Lewiston.

US 12 Relocation Study

A study to examine the relocation of US 12 to US 128.

Lewiston Street Lighting Study

Street lighting study citywide.

Northport Truck Capacity

A study to determine if roads in the Port of Lewiston vicinity need upgrades for extra-long and/or extra heavy trucks that may be permitted by the State.

Right-of-Way Assessment Study

Conduct right-of-way study to identify excess right-of-way that can be vacated and assess where right-of-way might be needed.

Normal Hill Network Study

A study to examine the arterial network of 8th Street, 11th Avenue, and 16th Avenue. Future forecasting shows areas of current and future congestion on these facilities. This study will look at alternatives for future improvements to these corridors, including sidewalks, ADA accessibility, planned bike improvements, intersection improvements, road widening, and possible network improvements as alternatives to road widening.

North-West Crossing

A study to examine a route from the Country Club area in Lewiston east towards Vineyard Avenue and connecting 17th Street to Nez Perce Grade, which includes Valley Destinations Transportation Vision Plan projects 19 and 20.

Washington:

Clarkston 6th Street (SR 129) / Maple Street / Diagonal Street Intersection Safety Analysis

An intersection safety analysis to determine if Maple Street should terminate at the five-way intersection of 6th Street, Maple Street, and Diagonal Street in Clarkston.

15th Street Corridor Study

This study will focus on the evaluation of right-of-way, sight vision triangles, speed limits, property accesses, and current/potential land use.

Appleside Boulevard Corridor Study

This study will focus on the evaluation of right-of-way, current and future land use, property access, lane configuration, and potential phased capital improvements.

Safe Routes to Schools Analysis

Each school in Asotin County will be evaluated for pedestrian and bicycle access for students. Components of the analysis would include status of sidewalk, crosswalks, ADA ramps, bike lanes, and connectivity to developed neighborhoods.

Bridge Street Corridor Study

A corridor study to examine signal timing, evaluation of right-of-way, property access, and recommendations for future improvements along Bridge Street.

Diagonal Street Corridor Study

This study will examine the Diagonal Street corridor to determine appropriate widths, pedestrian access, property access, and recommendations for future improvements.

Libby Street Corridor Study

This study will examine the Libby Street corridor to determine appropriate widths, pedestrian access, property access, and recommendations for future improvements. Components of the analysis would include vehicle use and type, pedestrian use and safety, sidewalks, crosswalks, ADA ramps, bike lanes, and connectivity to adjacent neighborhoods.

Washington

LCVMPO FY2024 Budget by Task

Task	PL Funds	STP	Local	Total
1. Program Administration and In House MPO Activities				
1.1 Program Administration	$59,309		$2,691	$62,000
1.2 Complete a Self Certification Review				
1.3 Unified Work Program				
1.4 Annual Report				
1.5 2025-2029 MTIP				
1.6 PBPP & System Performance				
1.7 Grant Writing/Application Assistance				
2. Public/Stakeholder Participation & Education				
2.1 Active Living Education and Promotion	$448		$52	$500
3. Systems Analysis/Information Management				
3.1 Data Collection and Analysis	$80,550		$9,450	$90,000
3.2 Aerial Images	$3,133		$367	$3,500
3.3 Travel Demand Model	$44,750		$5,250	$50,000
4. Metropolitan Transportation Planning Activities				
4.1 Regional Safety Action Plan	$17,900		$2,100	$20,000
4.2 Thain Road Corridor Study	$227,173		$26,652	$253,825
4.3 Scoping Studies	$0		$0	$0
4.4 Long Range Transportation Plan Update	$44,750		$5,250	$50,000
			Total	**$529,825**

UPWP Budget Balancing Sheet

LCVMPO Estimated Revenues and Funding Sources for FY2024 MPO Activities and Tasks

Source	FY2024
Idaho FTA/FHWA	$110,014.00
Match (7.34%)	$8,791.62
Total Estimated Idaho Planning Funds Available	$118,805.62
Washington FHWA	$80,299.00
Match (7.34%)	$6,416.98
Washington FTA	$16,126.00
Match (7.34%)	$1,288.69
Total Estimated Washington Planning Funds Available	$104,130.67
Washington STBG	
Match (13.5%)	
Idaho STBG	
Match (7.34%)	
Total STBG Funding + Match	$0.00
Total Estimated Revenues FY24	**$222,936.29**
Total Carryover Funds*	$466,729.00
Total Estimated Revenues FY24 + Carryover Funds	**$689,665.29**
FY2024 Estimated Expenditures (pg 16)	**$529,825**
FY2024 Estimated Carryover	**$159,840**

*After FY24 projected expenditures are subtracted from the total available funds, there is a balance of $209,840. Although there are many unfunded needs in transportation planning identified, the LCVMPO feels it is prudent to "roll" funds forward due to future costs in 2025-2027. See LCVMPO 4 year forecast in Attachment A.

Attachment A

LCVMPO 2024-2027 Budget Forecast

	2024	2025	2026	2027
Carryover, Allocation, and Match	$689,729	$484,904	$331,404	$375,904
1. Program Administration and Coordination				
1.1 Program Administration *	$62,000	$174,000	$175,000	$175,000
2. Public/Stakeholder Participation & Education				
2.1 Active Living and Promotion	$500	$500	$500	$500
3. Systems Analysis/Information Management				
3.1 Data Collection and Analysis	$90,000	$50,000	$50,000	$50,000
3.2 Aerial Photo Project	$3,500	$4,000	$5,000	$5,500
3.3 Travel Demand Model				
3.3 Travel Demand Model Calibration/Forecast	$50,000			
4. Metropolitan Transportation Plan				
4.1 Regional Safety Action Plan	$20,000			
4.2 Thain Road Corridor Study	$253,825			
4.3 2050 LRTP	$50,000	$100,000		
Balance				
	$529,825	$328,500	$230,500	$231,000
Carryover	$159,904	$106,404	$100,904	$144,904

* Program Administration increases in 2025-2027 to account for full-time Director. Revenues in these years assume STBG supplement.