

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 Year 2018

Board

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Staff

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MPO TAC Recommended Approval: August 23, 2017

Adopted by Policy Board: September 14, 2017

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Purpose

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 2018, which begins October 1, 2017 and ends on September 30, 2018.

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 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.

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 through 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, and the cooperative sharing of information and data 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 FY2018

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:

- 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 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;
- 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.

The LCVMPPO has identified a work program for FY2018 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 for 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 MPO will incorporate new planning regulations as they are finalized.

Amendment Process

Over the course of FY2018, there may be issues or needs that arise which warrant an amendment to the LCVMPO's UPWP. State and Federal 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 \$100,000 of Federal funds.
4. A transfer between tasks in excess of 10% of the total work program amount.

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 follows the criteria above, the Director will forward the amended UPWP to ITD and WSDOT, who will in turn forward the request to FHWA for final approval.

FY2017 in Review

The Lewis-Clark Valley MPO was able to complete the following planning projects identified on the FY-2017 UPWP.

Projects Finished in FY2017

Funding Year	Description	Budgeted
FY16	Gun Club Corridor Study	\$80,000
FY16	Intersection Counts	\$60,000
FY16	City of Asotin Transportation Plan	\$30,000
Total		\$170,000

The following projects are those identified and described in the FY2017 UPWP, but not completed or started. The LCVMPPO is still committed to these projects and will pursue them in FY18.

Project Name	Status	Task Cost	Expended ⁽¹⁾
LCVMPO Transit Master Plan	Underway	\$7,100	\$0
Critchfield Study	Underway	\$15,600	\$10,140
North Clarkston Supplemental Study	Underway	\$22,500	\$7,610
Airport Area Circulation Study	Underway	\$55,200	\$9,350
Total Committed Projects		\$100,400	\$27,100

⁽¹⁾ Amounts are estimates of funding expended as of September 30, 2017.

UPWP Work Tasks for FY2018

The remainder of this document describes tasks for planning activities that LCVMPPO will undertake and finish after adoption of this UPWP, starting October 1, 2017, ending September 30, 2018. Dollar amounts assigned to tasks are estimates. The LCVMPPO employs one full time Director and contracts with Asotin County for a 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 - \$140,000

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

- 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)
- vi. 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).
- vii. 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 Form

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 September of each year.

Deliverable: MPO Self-Certification Form

Date Due: September 30, 2018

Lead: MPO Director

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

1.3 Develop FY 2019 Unified Planning Work Program (UPWP) for October 1, 2018 through September 30, 2019

The UPWP, developed 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: FY 2019 UPWP

Timeframe: June through September 2018

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 FY2017

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 2017

Timeframe: December 30, 2017

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 Active Living Education and Promotion, \$3,000

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: Policy Board, 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 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 LCVMPPO 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 LCVMPPO data sets.

3.1 Data Collection and Analysis - \$20,000

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.

- 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.

Timeframe: Ongoing

Lead: MPO Director

Support: Technical Advisory Committee, member agencies staff, LCSC

3.2 Aerial Images - \$8,500

Aerial images of the Lewis Clark Valley MPO. These aeriels 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 aeriels 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, 2018

Lead: Nez Perce County

Support: MPO Director

3.3 Transportation Model Activities - \$15,000

The LCVMPPO uses the QRS II travel demand model for traffic predictions and reporting. In preparation for the FY19 Travel Demand Model Calibration and Validation, tasks in FY18 will need to be performed such as updating the Transportation Analysis Zones (TAZ) and demographic data. The MPO will also be required to annually report Vehicle Miles Traveled (VMT) for the planning area, which will also need to be done through the Travel Demand Model.

Deliverable: Update of TAZ in planning area and calculated VMT

Timeframe: September 30, 2018

Lead: MPO Director

Support: TAC members, Consultant

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. 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 Critchfield Study, \$5,460 (carryover from 2017)

An analysis of options to make the intersection of Critchfield Road and SR 129 safer for vehicular traffic, as well as bikes and pedestrians. This project will include an analysis of potential modifications to the intersection, public input, including WSDOT and other local agencies, and an evaluation of costs and potential funding sources to construct the preferred option.

Deliverable: Vetted Alternates and cost estimates for the Critchfield Road / SR 129 Intersection improvements

Timeframe: February 2017 – December 2017

Contract Amount: \$15,600
Amount Previously Expended: \$10,140
Amount Remaining: \$5,460
Lead: Consultant, MPO Director, Asotin County Engineer
Support: Technical Advisory Committee, member agency staff

4.2 North Clarkston Circulation Analysis, \$14,890 (Carryover from FY2017)

A supplemental analysis of the 2014 North Clarkston Study. This project gathers needed data, models traffic flow, and provides appropriate improvement alternatives for the intersections of 2nd and Fair Street, 3rd and Fair Street, and verifies the proposed intersection improvements at 5th and Fair Street from the North Clarkston study. Recommended additional alternatives, updated cost estimates and recommendations on phasing of projects will be included.

Deliverable: Updated North Clarkston Study
Timeframe: April 2017 – October 2017
Contract Amount: \$22,500
Amount Previously Expended: \$15,750
Amount Remaining: \$6,750
Lead: Consultant, MPO Director, City of Clarkston Public Works Director
Support: Technical Advisory Committee, member agency staff

4.3 Airport Area Circulation Study, \$45,850 (Carryover from FY2017)

Existing and proposed future growth within and around the Lewiston-Nez Perce County Regional Airport has an impact on the existing transportation network and infrastructure, as well as future, related needs. A traffic study that looks at the vehicle traffic volumes, patterns, impacts on the existing road infrastructure, including road and intersection safety, is needed for future planning. The traffic study will include looking at passenger vehicle, freight, truck, public transportation, bicycle, and pedestrian transportation conditions and needs.

Deliverable: This study will review the projects relative to need and feasibility, provide update project cost estimates, and make recommendations with project phasing.
Timeframe: March 2017 – October 2017
Contract Amount: \$55,200
Amount Previously Expended: \$38,640
Amount Remaining: \$16,560
Lead: Consultant, MPO Director
Support: Technical Advisory Committee, Airport Steering Committee, member agency staff

4.4 Urban Human Services Transportation Plan, \$20,000 (Carryover from FY2017)

Coordinated Urban Human Services Transportation Plan (HSTP) for the Lewis Clark Valley that develops short term and long-term transit service and capital investment priorities, projections, and recommendations *and focuses on needs for individuals that are elderly, disabled, and low income*. 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.

Deliverable: Human Services Transportation Plan that incorporates both public transportation systems in the LCVMPPO (Lewiston Transit and the Asotin County PTBA)
Timeframe: September 30, 2018
Lead: Consultant, MPO Director, Lewiston Transit, Asotin County PTBA
Support: MPO Director, Technical Advisory Committee, member agencies' staff

4.5 Asotin County / City of Clarkston Transportation Plan, \$150,000

A transportation 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 urbanized area of Asotin County as well as the City of Clarkston.

Deliverable: Asotin County / City of Clarkston Transportation Plan

Timeframe: September 2018

Lead: Consultant, MPO Director, Asotin County Public Works Director, City of Clarkston Public Works Director

Support: Technical Advisory Committee, member agency staff

4.6 LCVMPPO Long Range Transportation Plan Update

An update of the LCVMPPO's Long Range Transportation Plan, Valley Destinations 2040. 23 CFR 450.324 requires that MPO's review and update the transportation plan every 5 years.

Deliverable: Review the validity of the existing Long Range Transportation Plan. Amend LCVMPPO processes and/or plan as necessary in response to or to fulfill future rulemaking and guidance from FHWA.

Date Due: January, 2018

Lead: MPO Director

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

4.7 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: Technical Advisory Committee, Policy Board, FHWA, WSDOT, ITD

5. Transportation Improvement Program (TIP)

5.1 Develop 2019-2023 Metropolitan Transportation Improvement Program

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 June. 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: 2019-2023 Metropolitan Transportation Improvement Programs

Date Due: Draft for Public Comment, July 1, 2018. Final TIP, September 30, 2018

Lead: MPO Director

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

Unfunded Needs in Transportation Planning

The LCVMPPO 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; LCVMPPO 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:

Levee Bypass/US 12 Reconfiguration Study

A study to determine the feasibility and associated costs and implications of a re-alignment of a portion of US 12 in downtown Lewiston. (Estimated cost, \$50,000)

Thain Road & 21st Street Corridor Access Management Plan.

Evaluation of options to develop better access control along Thain Road and 21st Street. Possible outcomes as a part of this plan may be to combine or eliminate approaches, implement median or approach turning restrictions, or change intersection geometry. (Estimated cost, \$100,000)

Regional Signal Timing Study

The purpose of this study is to develop a well-coordinated signal system that will optimize progression, reduce stops and delay, and enhance safety for all modes of transportation. This project will also include a signal model. (Estimated cost, \$55,000)

Interstate Bridges

Analyze existing corridors that provide access to the current interstate bridges as well as exploring options for bike & pedestrian access on the Interstate Bridge. (Estimated cost, \$50,000)

Nez Perce County Transportation Plan

A transportation plan for Nez Perce County. This plan will provide specific needs within the transportation network, recommendations for future planning efforts, a capital improvement plan (CIP) for Nez Perce County, and explore funding and make recommendations on future budgets for maintaining and improving the network. (Estimated cost, \$20,000. This project will be in conjunction with a request to LHTAC for LHRIP funding to explore the rural portion of Nez Perce County.)

City of Lewiston Transportation Plan

A local transportation plan for the City of Lewiston. This plan will provide specific needs within the transportation network, recommendations for future planning efforts, a capital improvement plan (CIP) for the City of Lewiston, and explore funding and make recommendations on future budgets for maintaining and improving the network. (Estimated cost, \$200,000)

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. (Estimated cost, \$40,000)

Downtown Lewiston Pedestrian Circulation Plan

Development of a pedestrian circulation plan for downtown Lewiston, including an evaluation of existing pedestrian patterns and identification of improvements necessary to facilitate pedestrian circulation in the downtown area (roughly from 1st Street to 13th Street, the Normal Hill Bluff to the Clearwater River).

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. (Estimated Cost, \$20,000)

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. (Estimated cost, \$10,000)

US 12 Relocation Study

A study to examine the relocation of US 12 to US 128. (Estimated cost: \$50,000)

Multi-modal Route Planning

Exploring what tools are available for multi-modal route planning. (Estimated cost: \$10,000)

North-West Crossing

A study to examine a route from the Country Club area in Lewiston west towards Vineyard Avenue and connecting 17th Street to Nez Perce Grade, which includes Valley Destinations Transportation Vision Plan projects 19 and 20. (Estimated Cost: \$20,000)

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 FY2018 MPO Activities and Tasks

Source	FY2018
Idaho FTA/FHWA	\$81,883.26
Match (7.34%)	\$6,486.34
Total Estimated Idaho Planning Funds Available	\$88,369.60
Washington FHWA	\$61,000.00
Match (13.5%)	\$8,235.00
Washington FTA	\$10,000.00
Match (20%)	\$2,000.00
Total Estimated Washington Planning Funds Available	\$81,235.00
Washington STP	\$119,000.00
Match (13.5%)	\$16,065.00
Total STP Funding + Match	\$135,065.00
Total Estimated Revenues FY18	\$304,669.60

Carry Forward Funds, End of Year, FY2017	
Carry Forward FHWA/FTA (ID)	\$99,184.00
Carry Forward FHWA (WA)	\$70,553.63
Carry Forward FTA (WA)	\$8,573.23
Carry Forward Match	\$19,450.89
Total Carryover Funds	\$197,761.75

Total Estimated Revenues FY18	\$480,866.35
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LCVMPO FY18 Budget by Task

Task	FY2018			
	MPO Planning Funds	STP	Local	Total
1. Program Administration and Coordination				
1.1 Program Administration	\$4,717.00	\$119,000.00	\$16,283.00	\$140,000.00
1.2 Complete a Self Certification Review				
1.3 Unified Work Program				
1.4 Annual Report				
2. Public/Stakeholder Participation & Education				
2.1 Active Living Education and Promotion	\$2,685.00		\$315.00	\$3,000.00
3. Systems Analysis/Information Management				
3.1 Data Collection and Analysis	\$17,900.00		\$2,100.00	\$20,000.00
3.2 Aerial Images	\$7,650.00		\$850.00	\$8,500.00
3.3 Transportation Model Activities	\$13,425.00		\$1,575.00	\$15,000.00
4. Metropolitan Transportation Plan				
4.1 Critchfield Study	\$4,886.70		\$573.30	\$5,460.00
4.2 North Clarkston Circulation Analysis	\$13,326.55		\$1,563.45	\$14,890.00
4.3 Airport	\$41,035.75		\$4,814.25	\$45,850.00
4.4 LCVMPPO Transit Master Plan	\$17,900.00		\$2,100.00	\$20,000.00
4.5 Asotin/Clarkston Transportation Plan	\$134,250.00		\$15,750.00	\$150,000.00
4.6 Long Range Plan Update				
4.7 MAP-21 Implementation & Performance Measures				
5. Transportation Improvement Plan				
5.1 2018-2022 MTIP				
Total	\$257,776.00	\$119,000.00	\$45,924.00	\$422,700.00