

LEWIS-CLARK VALLEY



Unified Planning Work Program Fiscal Year FY2021

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MPO TAC Recommended Approval: August 26, 2020

Adopted by Policy Board: September 10, 2020

On the Road to the Future!

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Member Agencies: City of Asotin, WA, City of Clarkston, WA, City of Lewiston, ID, Asotin County, WA, Nez Perce County, ID

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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 2021, which begins October 1, 2020 and ends on September 30, 2021.

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 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, 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 FY2021

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 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;
- 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 FY2021 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 Valley MPO will incorporate new planning regulations and/or procedures as they are finalized.

Amendment Process

Over the course of FY2021, 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 will in turn forward the request to FHWA for final approval.

FY2020 in Review

The following is a status of the projects in this UPWP through FY2020.

Completed

Funding Year	Description	Budgeted
FY 20	Program Administration	\$149,500
FY 20	Data Collection & Aerial Photos	\$14,000
FY 20	Nez Perce County Transportation Plan	\$0
FY 20	FY 2021 UPWP	\$0
FY 20	2020-2024 MPO TIP	\$0
Total		\$163,500

The following projects are those identified and described in the FY2020 UPWP, but not completed or started. The status of each project is shown below:

Project Name	Status	Task Cost	Expended ⁽¹⁾
Data Collection	Ongoing	\$10,000	\$5,000
LRTP Update	Underway	\$60,000	\$2,000
Transportation Model Activities	Removed	\$50,000	\$0
Lewiston Transportation Plan	Underway	\$0	\$0
LCVMPO Regional Bridge Study Phase I	Delayed	\$50,000	\$0
Downtown Lewiston Design Charrette	Removed	\$5,000	\$0

⁽¹⁾ Amounts are estimates of funding expended as of September 30, 2020.

UPWP Work Tasks for FY2021

The remainder of this document describes tasks for planning activities that LCVMPPO will undertake and finish after adoption of this UPWP, starting October 1, 2020, ending September 30, 2021. 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, implementation, and tracking of the Unified Planning Work Program.

1.1 Program Administration – \$148,000

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 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.

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 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 (STBG) 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, 2021

Lead: MPO Director

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

1.3 Develop FY 2022 Unified Planning Work Program (UPWP) for October 1, 2021 through September 30, 2022

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.

Deliverable: FY 2022 UPWP

Timeframe: June through September 2021

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 FY2020

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 2020

Timeframe: December 30, 2020

Lead: MPO Director

Support: 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, \$500

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 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 – \$60,000

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.
- 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) Identify personnel to replicate/replace LCSC contracted services.

Timeframe: Ongoing

Lead: MPO Director

Support: Technical Advisory Committee, member agencies staff, LCSC

4. Metropolitan Transportation Planning (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 LCVMPPO Long Range Transportation Plan Update, \$10,000

An update of the LCVMPPO's Long Range Transportation Plan, Valley Destinations 2040. 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, 2020

Lead: MPO Director, Consultant

Support: Technical Advisory Committee, FHWA, WSDOT, ITD

Status: Underway

4.2 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. *There is no cost associated with this task as it is expected to be absorbed under task 1. Program Administration.

Date Due: As needed

Lead: MPO Director

Support: Technical Advisory Committee, FHWA, WSDOT, ITD

Status: Ongoing.

4.3 City of Lewiston Transportation Plan*

A 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. This project will be funded through the City of Lewiston. The MPO will be supporting the project through staff assistance for project

management. *There is no cost associated with this task as it is expected to be absorbed under task 1. Program Administration.

Deliverable: City of Lewiston Transportation Plan

Date Due: December, 2020

Lead: City of Lewiston PWD

Support: MPO Director

5. Transportation Improvement Program (TIP)

5.1 Develop 2022-2026 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. 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 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: 2022-2026 Metropolitan Transportation Improvement Programs

Date Due: Draft for Public Comment, July 1, 2021. Final TIP, September 30, 2021.

Lead: MPO Director

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

Status: 2022-2026 TIP in progress.

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 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:

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.

Idaho:

Levee Bypass/US 12 Reconfiguration Study

A study to determine the feasibility and associated costs and implications of a re-alignment or cut and cover a portion of US 12 in downtown Lewiston.

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.

Downtown Lewiston Pedestrian Circulation Plan

Development of a pedestrian circulation plan for downtown Lewiston, including a baseline count of pedestrian activity, 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.

US 12 Relocation Study

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

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.

Highland Avenue Corridor Study

13th Street Corridor Study

LCVMPO FY2021 Budget by Task

Task	PL Funds	STP	Local	Total
1. Program Administration and Coordination				
1.1 Program Administration	\$82,430	\$50,000	\$15,570	\$148,000
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	\$448		\$53	\$500
3. Systems Analysis/Information Management				
3.1 Data Collection and Analysis	\$53,700		\$6,300	\$60,000
4. Metropolitan Transportation Plan				
4.1 Long Range Plan Update	\$8,950		\$1,050	\$10,000
4.2 MAP-21 Implementation & Performance Measures				
4.3 City of Lewiston Transportation Plan				
5. Transportation Improvement Plan				
5.1 2022-2026 MTIP				
			Total	\$218,500

UPWP Budget Balancing Sheet

LCVMPO Estimated Revenues and Funding Sources

for FY2021 MPO Activities and Tasks

Source	FY2021
Idaho FTA/FHWA	\$83,529.11
Match (7.34%)	\$6,486.34
Total Estimated Idaho Planning Funds Available	\$90,015.45
Washington FHWA	\$62,775.00
Match (7.34%)	\$5,016.58
Washington FTA	\$11,704.00
2020 Match (7.34%)	\$935.31
Total Estimated Washington Planning Funds Available	\$80,430.89
Washington STP	\$25,000.00
Match (13.5%)	\$3,901.73
Idaho STP	\$25,000.00
Match (7.34%)	\$1,997.84
Total STP Funding + Match	\$55,899.57
Total Estimated Revenues FY21	\$226,345.91
Total Carryover Funds	\$195,074.75
Total Estimated Revenues FY21 + Carryover Funds	\$421,420.66
Projected Expenditures FY21 (Budget by Task, Pg 15)	\$218,500.00
Funds Available (Revenues - Expenses)*	\$202,920.66

*After FY21 projected expenditures are subtracted from the total available funds, there is a balance of \$202,920.66. Although there are many unfunded needs in transportation planning identified, the LCVMPPO feels it is prudent to “roll” funds forward this year for these reasons:

- Transportation planning funds are allocated through the federal transportation bill, which is funded through the Highway Trust Fund. Although gas tax rates have not changed, usage has gone down in 2020 due to the COVID-19 pandemic. This makes allocations of planning funds unknown for future year allocations.
- The 2020 Census will determine new urbanized areas and allocations. Historically, allocations to the LCVMPPO have gone down as populations in other areas in Washington and Idaho grow faster than the Lewis-Clark Valley. Additionally, new urbanized areas are formed, and it is expected that there will be at least one new urbanized area in Idaho.
- The LCVMPPO will have a few major efforts in 2022-2024 including calibrating and forecasting the travel demand model and a future Long Range Transportation Plan. These efforts can be costly and are outside of the MPO’s annual budget.