



Unified Planning Work Program FY 2022

Approved and adopted on
September 15, 2021

BMPO

545 Shoup Ave, Suite 257
Idaho Falls, ID 83402



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



**BONNEVILLE
METROPOLITAN
PLANNING
ORGANIZATION**

Fiscal Year 2022
Unified Planning Work Program
Approved and Adopted September 15, 2021

Task Descriptions
October 1, 2021 - September 30, 2022

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

For:

Transportation Planning
Bonneville Metropolitan Planning Organization
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Idaho Falls, 83402
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Darrell M. West
Director

This document was prepared by the Bonneville Metropolitan Planning Organization in cooperation with the Cities of Ammon, Idaho Falls, Iona and Ucon, and Bonneville County and Idaho Transportation Department. It was financed in part by funds from the U.S. Department of Transportation. The opinions, findings, and conclusions expressed in this publication are those of the author and not necessarily those of the U.S. Department of Transportation.

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RESOLUTION

**PROVIDING for
ADOPTION of the FISCAL YEAR 2022
UNIFIED PLANNING WORK PROGRAM/BUDGET
of the
BONNEVILLE METROPOLITAN PLANNING ORGANIZATION**

WHEREAS, the Bonneville Metropolitan Planning Organization (BMPO) is a forum for cooperative transportation decision making for the urbanized area under the direction of elected officials from the Cities of Ammon, Idaho Falls, Iona and Ucon and Bonneville County, as well as the Idaho Transportation Department; and

WHEREAS, BMPO has been designated by the Governor of Idaho as the Metropolitan Planning Organization responsible for transportation planning and programming; and

WHEREAS, the BMPO is responsible to develop and follow a Unified Planning Work Program (UPWP) as the basis for documenting tasks to be accomplished during the fiscal year 2022. The UPWP describes transportation related activities including travel forecast modeling, transportation studies, Demographic Estimates, Transportation Improvement Program, and other documents. BMPO has prepared the Fiscal Year 2022 UPWP/Budget for the purpose of initiating Federal funding and grant applications in a timely manner by submitting local funding requirements to member agencies early in the budgeting process; and

WHEREAS, said Fiscal Year 2022 UPWP/Budget has been reviewed by the Technical Advisory Committee and has been recommended for approval by the BMPO Policy Board.

NOW, THEREFORE, BE IT RESOLVED, that the BMPO Policy Board adopts the Fiscal Year 2022 UPWP/Budget for Federal application and local review purposes, subject to reconsideration upon receipt of final comments from local and Federal agencies.

BE IT FURTHER RESOLVED, that the BMPO assures the appropriate necessary local match funds are available for the Federal Highway Administration, Federal Transit Administration and all other Federal/State/local grants and contracts as noted in the BMPO Fiscal Year 2022 UPWP/Budget, which is attached hereto as an integral part of this resolution.

BE IT FURTHER RESOLVED, that the Policy Board Chairman and BMPO Director are authorized to submit all Federal allocations and grant requests as well as contract applications. Furthermore, the Policy Board Chairman and BMPO Director are authorized to sign all necessary documents for grant and contract purposes.

APPROVED and ADOPTED the 15th day of September, 2021.

Jim Freeman, Chair
BMPO Policy Board

ATTEST:

Darrell M. West
BMPO Director

INTRODUCTION

This document was prepared by the Bonneville Metropolitan Planning Organization (BMPO) in cooperation with the Cities of Idaho Falls, Ammon, Iona and Ucon and Bonneville County and Idaho Transportation Department (ITD).

The Unified Planning Work Program (UPWP) for transportation planning in the Idaho Falls metropolitan planning area is the basis for documentation of tasks to be accomplished during the Fiscal Year 2022 (October 1, 2021 - September 30, 2022). The UPWP represents a cooperative effort between the BMPO and ITD as defined by the following items:

1. Identify transportation and transportation related planning as described in the “Fixing America’s Surface Transportation” or “FAST Act”, as defined in 23 CFR 450 and 500 and 49 CFR 613, within the next one-year period, including the planning activities funded with PL funds from the Federal Highway Administration (FHWA).
2. Identify transportation and transportation related planning as described in the “Fixing America’s Surface Transportation” or “FAST Act”, as defined in 23 CFR 450 and 500 and 49 CFR 613, within the next one-year period, including the planning activities funded with funds from the Federal Transit Administration (FTA).
3. Describe and propose work activities and assignments.

The urban transportation planning process includes the development of a Long Range Transportation Plan, transportation modeling via the use of the TransCAD computer software program, development of the metropolitan Transportation Improvement Program (TIP) and other planning and project development activities deemed necessary by BMPO and ITD staff to assist in addressing transportation problems and issues in the planning area.

Pointed out under responsibilities as defined by the Articles of Association, the BMPO Policy Board, through its Technical Advisory and public input, has the primary responsibility for coordinating the local transportation planning process. The City of Idaho Falls Planning Director and the BMPO Director are responsible for the general administration of the BMPO. The ITD has a dual role of assuring that the planning process conforms to State and Federal standards and participation with the various BMPO committees.

BMPO WORK PROGRAM FISCAL YEAR 2022

BMPO receives funding from various Federal, State and local sources. The majority of funds received by BMPO are FHWA planning (PL) and FTA 5303 funds which require matching dollars from local entities in the metropolitan area and are allocated annually. Other Federal, State, and local funds are available and can be accessed for transportation planning activities by BMPO. However, funding from other Federal or State programs is not allocated or applied for annually and would vary from year to year. Additional local contributions also vary from year to year and are based on needs. Other local or public agencies may request BMPO to perform certain duties that are not directly linked to transportation planning activities but which BMPO is capable of performing. These funds would also vary annually and may be set up on a contractual basis with the local or public agency. Work programmed to be performed for the City of Idaho Falls outside the scope of BMPO's normal transportation planning activities is charged directly to the City's budget without reimbursement.

Federal funds require matching dollars from the local entities. The ratio provided by the Federal program and the ratio used by the local entities to match the program is identified as follows:

- 92.66% provided by FHWA PL/FTA 5303 funds allocated in the Consolidated Planning Grant (CPG) and 7.34% provided by local match for allocations distributed by FHWA/FTA for FY 2021 through FY 2022

TABLE I

FUNDING SOURCES

Federal Share					Local Share					TOTAL
FY 2022 CPG (PL/5303) ¹ 92.66%	Previously Unprogrammed FY 2020-21 CPG (PL/5303) ² 92.66%	Programmed Unused FY 2020-21 CPG (PL/5303) ² 92.66%	FY 2021-22 TAP GRANT ³ 92.66%	FY 2022 STBG-U 92.66 ⁴	FY 2022 Local / State Match 7.34%	FY 2021 Local / State Match (new) 7.34%	Unused Match and Reserves 7.34%	School Districts 7.34%	Match for STBG-U Planning Activity	
182,859					14,484					197,343
	58,216					4,612				62,828
		21,515					1,705			23,220
			55,596					4,404		60,000
182,859	58,216	21,515	55,596		14,484	4,612	1,705	4,404		343,391
				277,980					22,020	300,000
182,859	58,216	21,515	55,596	277,980	14,484	4,612	1,705	4,404	22,020	643,391

1 – KN 20665 (22); KN 14306 (22)

2 – KN 20204 (21); KN 19494 (20); KN 14306 (21/20)

3 – KN 22894 (22); KN 22041 (21)

4 – KN 23022 (22)

After the amount of required local match is determined, \$2,000 is deducted from the amount to account for ITD contributions. Population percentages are applied to the remaining balance to ensure each local entity is properly assessed their portion of the total required local match. Table II identifies the funding contribution required of each entity to meet the local match for the normal annual tasks. Also, for this UPWP local match required for the High Capacity Roadway Study (Task 4b) has been identified.

TABLE II

LOCAL MATCH PERCENTAGES

ENTITY	POPULATION	PERCENTAGE	LOCAL MATCH ¹	LOCAL MATCH ²	TOTAL MATCH
City of Ammon	17,115	15.0	2,571	3,303	5,874
City of Idaho Falls	62,888	55.2	9,459	12,153	21,612
City of Iona	2,354	2.1	360	460	820
City of Ucon	1,161	1.0	171	225	396
Bonneville County MPA	30,432	26.7	4,575	5,879	10,454
SUB-TOTAL	113,950	100%	17,136	22,020	39,156
ITD	-	-	2,000	-	2,000
MPO TOTAL	113,950	100%	19,136	22,020	41,156

Local Match Percentages are taken from US Census 2019 Population Estimates.

1 – local match percentages for normal annual tasks

2 – local match percentages for High Capacity Roadway Study task

Once the total anticipated funds are identified, they are assigned to individual tasks programmed to be performed during the fiscal year. The following pages provide a description of each task, anticipated workdays per staff, anticipated cost to complete the task, and Federal and local share of the total cost.

BMPO FISCAL YEAR 2022 WORK TASKS

TASK 1: PROGRAM ADMINISTRATION

PURPOSE: Provide administrative support to meet the requirements of the metropolitan planning program as outlined in the transportation act, "Fixing America's Surface Transportation" or "FAST Act", as defined in 23 CFR 450 and 500 and 49 CFR 613.

1A: General Administration

BMPO staff (CPG) will perform the secretarial and office needs, prepare or update as requested or needed governing documents and perform other miscellaneous activities related to the management of the transportation planning program. BMPO staff (CPG) will review and, if required, update the Title VI and Environmental Justice Plan.

SCHEDULE: On-going activities.

PRODUCTS: BMPO letters, policies, procedures, resolutions and governing documents including up-to-date agreements, articles and by-laws.

1B: Financial Administration

BMPO staff (CPG) will perform the fiscal needs of the transportation program, including financial reimbursements, contract development and management, procurements and required progress and financial reports. This entails the development and management of a Unified Planning Work Program (UPWP) that documents the regional planning activities and financial resources to fund the activities.

SCHEDULE: On-going activities. A budget will be developed in May and the UPWP will be finalized in August. Requests for reimbursement with supporting documentation will be prepared monthly. An annual financial report and year-end summary will be prepared at the end of the fiscal year.

PRODUCTS: A current UPWP, reviewed and approved requests for reimbursement and financial report with year-end summary, current contractual agreements and any other board requested documents.

1C: Agency Coordination and Public Outreach

BMPO staff (CPG) will set-up and provide support for board and committee meetings, coordinate and attend other meetings including training, workshops and public involvement responsibilities related to the tasks outlined in this document. BMPO staff will manage a web-site, social media and e-mail lists to inform the agencies and general public of BMPO meetings, activities and products.

SCHEDULE: On-going activities.

PRODUCTS: Meeting notices, agendas and minutes that have been posted and documented. A well maintained and accessible BMPO website and other networking accounts.

1D: Transportation Planning Overview, Process and Guidelines

BMPO staff (CPG) will continue to update the 2001 Transportation Planning Overview, Planning and Guidelines document to current conditions. The updated document will establish new or modified procedures and guidelines for implementing program requirements and for achieving other transportation planning program objectives. Action steps will be identified and carried out in order to implement recommended processes and guidelines. Also, related governing documents and agreements will be reviewed and updated as deemed necessary.

SCHEDULE: Over half of this document is drafted. Two more chapters, the LRTP process and TIP process need to be documented. This task is a lower priority and will be completed as time permits, meaning a completion date for a final document is undetermined.

PRODUCTS: Ultimately, an updated and approved transportation planning procedures document.

BUDGET:

	Work Hours	Federal Amount	Local/State Amount	Total
BMPO STAFF (CPG)	1800	73,238	5,801	79,039
OVERHEAD (CPG)		36,740	2,910	39,650
TASK 1 TOTAL		109,978	8,711	118,689

TASK 2: ALTERNATIVE TRANSPORTATION PLANNING

PURPOSE: Provide support to plan, develop, maintain and emphasize the use of alternative forms of transportation that are reliable, convenient and safe.

2A: Bicycle and Pedestrian Planning Activities

BMPO staff (CPG) will plan, develop and participate in bicycle and pedestrian activities including infrastructure planning, bicycle/pedestrian counts, review of site plans, and serve on various committees. Manage and perform other tasks as requested by the Bicycle and Pedestrian Committee.

BMPO staff (CPG) will identify area needs and proceed to establish direction for future projects. Work with jurisdictions in the BMPA to determine growth patterns and best locations for future bicycle/pedestrian infrastructure. The Bicycle Pedestrian Advisory Committee (BPAC) will use scoring measures established in the COC to evaluate projects.

SCHEDULE: On-going activities. Major events include Community Bike Ride, Bike Month/Safety Opening Social, Promoting Biking to Work, and Promote Youth Courses for cycling. Bicycle and pedestrian maps will be updated during the fiscal year.

PRODUCTS: Presentation and other materials for events. New bicycle and pedestrian maps will be published for residents and visitors as well as posted on BMPO’s website.

2B: Safe Routes to School (SR2S) Coordination

BMPO staff (TAP) will direct a SR2S program that includes managing the grant processes and procedures, coordinating the work of vendors, coordinating with School District 91 and 93 to implement biking and walking safety, promoting and participating in SR2S activities and events.

SCHEDULE: On-going activities. International Walk to School Day, Polar Walk, Bike Challenges and Bike Rodeos and other events that educate and promote the use of safe bicycling and walking.

PRODUCTS: On-going response to SR2S planning activities.

2C: Public Transportation Planning Activities

BMPO staff (CPG) will participate in efforts that support a pilot project that potentially restores public transit to the Idaho Falls area. These efforts include coordinating planning and programming processes and if needed sharing public transportation data, information and other pertinent resources.

SCHEDULE: On-going activities.

PRODUCTS: On-going response to public transportation planning activities.

BUDGET:

Personnel	Work Hours	Federal Amount	Local/State Amount	Total
BMPO Staff (CPG)	710	34,219	2,711	36,930
BMPO Staff- SR2S (TAP Grant)	520	22,090	1,750	23,840
SR2S Support (TAP Grant)		33,506	2,654	36,160
TASK 2 TOTAL	1230	89,815	7,115	96,930

TASK 3: DATA SUPPORT AND MODELING

PURPOSE: Collect data and perform transportation modeling to enable the BMPO to make informed decisions regarding transportation needs, improvements and investments.

3A: Demographic Estimates and Projections

BMPO staff (CPG) will continue to gather building permit data and develop demographic estimates. BMPO staff will begin to restructure demographic estimate tables based on 2020 census data and boundary adjustments. This will establish a base to re-evaluate demographic projections for a future major amendment to the Long Range Transportation Plan.

SCHEDULE: It is anticipated that the development of 2020 population and employment data will begin this fiscal year and continue into the next fiscal year. Adjusted 2035 and 2050 demographic projections will proceed the approval of 2020 demographics. Building permit data will be gathered throughout the entire year.

PRODUCT: Socio-economic data when finalized will be posted and made available on ArcGIS Online.

3B: Geographical Information Systems

BMPO staff (CPG) will maintain and update the Geographical Information System (GIS). ArcGIS will be used to assess and track demographics, land use and transportation conditions, and develop maps of and for transportation facilities and services. A primary effort will be updating and creating additional maps for the 2050 Long Range Transportation Plan. This will include user friendly and interactive on-line maps. As needed, BMPO will create maps based on the findings and recommendations from the public transportation study.

BMPO staff (CPG) will update mapping on the BMPO website to provide a user friendly system to better provide locations and routes of biking and walking facilities.

SCHEDULE: On-going activities.

PRODUCTS: Maps posted online or printed for bicycle and pedestrian, demographics, public transportation, traffic counts and other transportation planning purposes.

3C: Traffic Counts

BMPO staff (CPG) will maintain and gather from other entities average daily traffic (ADT) counts in the metropolitan planning area. BMPO staff (CPG) will explore opportunities to better collaborate traffic count collection and processes between multiple jurisdictions.

SCHEDULE: BMPO staff will not collect data during the normal rotation. Counts will only be gathered from other entities and processed on an on-going basis. The transfer of data to an electronic format is an on-going activity.

PRODUCTS: Five-year traffic count data will be posted and made available on ArcGIS Online.

3D: Travel Forecast Model

The current 2019, 2035 and 2050 model will be used to evaluate existing and proposed project needs and impacts as necessary. BMPO staff (CPG) will coordinate modeling efforts for the High Capacity Roadway Study and state plans and studies within the BMPA. Maintenance, update and operation of the existing model will continue to ensure reliable traffic data can be provided when requested.

SCHEDULE: Specific project related model runs will be undertaken upon request. Coordination with the state on their plans and studies within the BMPA is an on-going activity.

PRODUCTS: Results of the final 2019, 2035 and 2050 travel forecast model runs will be presented in the Long Range Transportation Plan. Results from the project specific model runs will be provided and documented.

3E: Transportation Services

BMPO staff and on-call consultant (CPG) will provide time to meet the requests from the public and member agencies to provide transportation data and/or perform data analyses. These requests include but are not limited to; traffic counts, model runs, capacity analyses, review of local transportation related plans and analyses, etc.

SCHEDULE: On-going activities.

PRODUCTS: On-going staff response to requests for data and assistance. As appropriate, documents that record results and findings may be produced and disseminated to the requesting parties.

BUDGET:

Personnel	Work Hours	Federal Amount	Local/State Amount	Total
BMPO Staff (CPG)	360	18,506	1,466	19,972
Consultant Services (CPG) – On Call Model/Engineering		9,266	734	10,000
TASK 3 TOTAL	360	27,772	2,200	29,972

TASK 4: METROPOLITAN TRANSPORTATION PLAN

PURPOSE: The activities listed under this task will be incorporated into and help shape the BMPO Transportation Plan.

Task 4A: Long Range Transportation Plan

BMPO staff (CPG) will take previously developed plans, studies and other activities and incorporate them into an updated 2050 long range transportation plan. The following identifies the primary activities that BMPO staff will engage in to update the plan.

- Evaluate multi-modal transportation conditions and needs based on various scenarios. Includes an assessment of existing system and service connectivity.
- Develop financial assessment and investment strategies.
- Prioritize plan and project needs.
- Identify impacts including economic, environmental, safety, etc. related to plan implementation.

Note demographics, a vision statement, model calibration with future model runs, a roadway functional classification map, travel demand issues, safety deficiencies and infrastructure conditions for the plan were addressed previous to fiscal year 2022.

SCHEDULE: The 2050 LRTP will be completed during this fiscal year.

PRODUCT: A final 2050 LRTP document that includes the completion of tasks as outlined in the 2050 LRTP schedule and scope will be approved.

Task 4B: High Capacity Roadway Study

BMPO staff will solicit bids for a consultant to perform a High Capacity Roadway Needs Study and Access Management Plan Update. BMPO staff will also manage the contract. The study will address growth in order to maintain an efficient and effective transportation network. This will be accomplished in part by identifying the best location for expressway and strategic arterial routes through the assessment of new alignments, existing roadway modifications, and creating relevant standards. The study will also provide a tool for the local jurisdictions to better identify and preserve corridors, define right-of-way needs and identify the location of future infrastructure installations in relation to growth. The findings will be incorporated in an amended LRTP.

SCHEDULE: It is anticipated that the High Capacity Roadway Study will be completed near the end of this fiscal year.

PRODUCT: A document that assists the locals in maintaining the efficient and effective movement of people and goods in and throughout the area in order to support economic prosperity, a safe roadway network and high quality of life.

BUDGET:

Personnel	Work Hours	Federal Amount	Local /State Share Amount	Total
BMPO STAFF (CPG)	1500	72,887	5,774	78,661
High Capacity Roadway Study Contract Services		277,980	22,020	300,000
TASK 4 TOTAL	1500	350,867	27,794	378,661

TASK 5: TRANSPORTATION IMPROVEMENT PROGRAM

PURPOSE: Develop a four-year prioritized project list known as the Transportation Improvement Program (TIP) within the metropolitan planning area assigned to funding opportunities.

Task 5A: Transportation Improvement Program (TIP) Update

BMPO staff (CPG) will implement a process that entails but is not limited to; requesting new projects, making annual programming modifications based on project readiness, cost adjustments and available funds, identifying project priorities in order to make programming decisions and public input.

Throughout the year BMPO staff (CPG) will prepare and submit appropriate reports and other documents and track programmed projects to identify if administrative modifications or amendments are necessary. The TIP will include performance measures and the efforts in the BMPA to meet approved performance targets.

SCHEDULE: Yearly process from project submittals, prioritization, to finalized TIP. Tracking and monitoring projects is an on-going activity.

PRODUCTS: A FY 2023 TIP required under Federal funding guidelines and source document for four-year planned transportation improvements.

Task 5B: Annual Listing

BMPO staff (CPG) will develop a document that identifies the status of programmed projects from the previous fiscal year.

SCHEDULE: This task will be completed in December.

PRODUCTS: A document listing the status of FY 2021 projects.

BUDGET:

Personnel	Work Hours	Federal Amount	Local /State Share Amount	Total
BMPO STAFF (CPG)	310	17,735	1,404	19,139
TASK 5 TOTAL	310	17,735	1,404	19,139

Table III summarizes the funds budgeted for each task and the split between Federal and local funds.

TABLE III

BMPO BUDGET by TASK

FY 2022 Tasks	Federal Share	Local Share	Total
Task 1: Program Administration	73,238	5,801	79,039
*Task 1: Program Administration – Overhead	36,740	2,910	39,650
Task 2: Alternative Transportation Planning (includes TAP)	89,815	7,115	96,930
Task 3: Data Support and Modeling	27,772	2,200	29,972
Task 4A: Metropolitan Transportation Plan	72,887	5,774	78,661
Task 5: Transportation Improvement Program	17,735	1,404	19,139
BMPO Total	318,187	25,204	343,391
**Task 4B: Metropolitan Transportation Plan	277,980	22,020	300,000
Grand Total	596,167	47,224	643,391

Note: Federal funds are CPG unless noted

* Overhead and direct costs charged to Program Administration

** STBG-Urban Program Funds

BMPO LINE ITEM BUDGET

Line Item	2022 Allocation
1100 Administrative Salaries (CPG)	92,500
1200 Assistance and Clerical (CPG)	19,849
1300 Other Salaries & Wages (BMPO CPG \$49,670; SR2S Grant \$16,557)	66,539
2100 Employee Benefits (BMPO CPG \$70,095; SR2S Grant \$7,104)	78,693
3100 Office Supplies	1,400
3400 Minor Equipment (printer/scanner)	300
4200 Professional Services (model support, LRTP, general services)	10,000
4400 Advertising (LRTP, TIP, other)	1,200
4600 Insurance (ICRMP)	1,800
4700 Travel (ITD/STP-Urban – Boise \$1,500; AMPO Conference \$2,500; Bike and Pedestrian Conference \$2,500)	6,500
4800 Dues/Subscriptions (AMPO \$555; APA \$275; ITE \$300; miscellaneous subscriptions \$250)	1,550
5100 Telephone	650
5500 Rental Buildings	12,000
5800 Repair/Maintenance Office Equip (ARC/GIS \$3,000; TRAKiT/Bluebeam \$1,950; TransCAD \$1,200)	6,150
6900 Miscellaneous (Adjustments General \$6,000; SR2S Coordinators, supplies, equipment \$36,339)	42,160
7400 Office Equipment (Desktop Computer)	2,100
Total	343,391
- High Capacity Roadway Study	300,000
Grand Total	643,391