

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

Annual Report Fiscal Year 2009

Board

Doug Mattoon, Member – Asotin County
Mervin Schneider, Member – City of Asotin
Doug Zenner, Secretary/Treasurer – Nez Perce County
John Currin, Member – City of Lewiston
Kathleen Warren, Chair – City of Clarkston
Joel Ristau, Member – Asotin County
Vacant, Member – City of Lewiston
Garry Bush, Member – City of Lewiston

Staff

Steven Watson, MPO Director
Barb Cook, Finance Officer
Laura Von Tersch, Chair, Technical Advisory Committee

Contents

Purpose 3
Development Process..... 3
Funding Sources 3
Funding included in approved FY09 UPWP. **Error! Bookmark not defined.**
Defining Roles and Responsibilities 3
Coordination 3
Participants..... 3
Significant Issues Facing the Region in FY09 4
Unfunded Needs in Transportation Planning 5
UPWP Activities for FY09 **Error! Bookmark not defined.**

Purpose

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

This Annual Report outlines LCVMPPO's activities for fiscal year 2009 beginning July 1 1, 2008 and ending on June 30, 2009.

Development Process

Development of this UPWP is a coordinated process involving the five member agencies of the LCVMPPO and representatives from the Metropolitan Planning Organization's (MPO) Technical Advisory Committee (TAC).

Funding Sources

Funds used for LCVMPPO activities in FY09 are derived from local agencies actively participating in transportation planning, as well as from federal agencies. A financial report is included at the end of this report.

Defining Roles and Responsibilities

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

Coordination

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

Participants

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

LCVMPO Member Agencies

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

Other Agencies

- Idaho Transportation Department (ITD)
- Washington State Department of Transportation (WSDOT)
- Port of Lewiston, Idaho
- Port of Clarkston, Washington

Regional Public Transportation, Inc. (Valley Transit)
Nez Perce Tribe
Southeast Washington Economic Development Association (SEWEDA)
Great Northwest Railroad
Federal Highway Administration
Federal Transit Administration

Significant Issues Facing the Region in FY09

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

- Increases in oil prices are affecting our ability to deliver projects on budget and on time.
This issue moderated in late 2008 and into 2009 with falling oil and fuel prices. The availability of ARRA (stimulus) funds has helped in allowing projects to move forward at a faster rate than in the past.
- Rapidly increasing fuel prices are severely affecting transit service operational costs.
The City of Lewiston responded by purchasing transit vehicles thus allowing them to be fueled using City fuel supplies.
- The region needs a secure funding source for the continuance and expansion of public transportation, carpooling and park-and-ride lots in the urban area, especially on the Idaho side.
There was no action in the Idaho legislature on this matter during the most recent session. The Lewiston City Council has created a Public Transit Division within the Community Development Department to operate the transit system in Lewiston. This will enable the City to better control costs, take advantage of opportunities in a speedy manner, and over time enlarge the service area. The PTBA in Asotin County operates a van pool system and park and ride lots as well as contracting for fixed route and dial-a-ride service. The sales tax that provides the local match will be a ballot measure in November 2009.
- The community needs to provide an inter-modal transportation facility.
The City of Lewiston has Section 5309 funds for a transit facility. They have approached FTA and CTAI for authorization to reprogram the funds for transit capital facilities consistent with the language of the authorization. The Asotin County PTBA intends to use Section 5307 funds for a maintenance and operations facility. Lewiston has installed a number of transit shelters on its routes using ARRA funds.
- Maintaining and improving the level of service for traffic flow among all jurisdictions in the urban area.
The MPO has contracted with Project Engineering Consultants to develop a travel demand model for the metropolitan area. This modeling effort is nearly complete and will be used to analyze and improve traffic flows throughout the metropolitan area. The model is based on QRS II which will be the standard software used by all member agencies for modeling.
- Development and implementation of a region-wide unified GIS system to aid in regional system management and decision making.
In a previous year the MPO funded a regional GIS implementation plan. Following this project the MPO used RTPO funds to purchase hardware and software for Asotin County to begin development of a GIS database and mapping. That activity is well underway. The software is consistent with that used by other member agencies.
- 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.

The MPO issued a request for proposals for a downtown corridor study. The project was awarded to WGM Group of Missoula and is in the scoping phase.

- Coordination between various land use plans and transportation plans while moving into regional transportation planning.

This is an on-going function of the MPO and planning staff of member agencies. The long-range transportation plan is used in making informed land use decisions.

- Future dredging of the Columbia/Snake River System faces challenges that limit barge traffic.
This is an on-going area of concern in the metropolitan area. The MPO continues to monitor this issue.

- Uncertainty over dredging may also have a significant impact on increased rail and truck traffic in the area affecting the number of trains and truck movements;

- Freight service is impacted by rising fuel prices, reduced barge traffic and increased congestion.

The Lewis Clark Valley is a regional hub for freight movement, providing barge, truck, air, and rail service. The reduction in fuel prices has eased concerns about freight service..

- Continuance of rail service throughout the region, including the need for a rail yard for the trans-shipment of goods;

- Access to the waterfront is critical to encourage its use.

Both the City of Lewiston and the Port of Clarkston are working on waterfront planning initiatives that will address access and use of the waterfront.

During the program year, it is unlikely that these major issues will be resolved but they remain of significant interest to the community, especially those involved in transportation and economic development.

Unfunded Needs in Transportation Planning

As LCVMPPO continues with the process of coordinated regional transportation planning, the MPO recognizes that the costs to meet the needs exceed available funding. The following items describe our greatest needs which are not covered by anticipated funding:

- Development and management of consistent access control standards on primary corridors throughout the urban area to improve connectivity between commercial/industrial areas and residential areas.

The MPO released a request for proposals for a study to identify impacts on the transportation systems caused by growth and development. The project was awarded to Transpo Group of Boise and is in the scoping phase.

- Approaches on all bridges for safety and congestion deficiencies.

The recently awarded corridor study will evaluate the approaches onto the Interstate Bridge. The west end of the Southway Bridge is included in the upcoming reconstruction of the SR129/Fleshman Way interchange. Other bridge approached may be evaluated later.

- Improvements in freight movement within the urban area to serve major destinations;
- Congestion mitigation on a spot and time basis;
- Air quality improvement;
- Potential need for major bridge improvements serving all communities;
- Regional signal timing studies and use of intelligent transportation systems (ITS) as a tool to minimize congestion;
- Signalization coordination and upgrades throughout the urbanized area.

New signals have been installed as a result of the Walmart project. The new travel demand software will allow modeling for additional upgrades.

- Expanded public transit service throughout the region.

The City of Lewiston has brought public transit 'in-house' and will begin full service on October 1, 2009. New dispatch software, Route Match, will enable "chained" trips for dial-a-ride to be scheduled which will improve service. Lewiston will also be providing dispatch to the Asotin County PTBA effective January 1, 2010. These changes will help control costs and allow the City and County to make service changes and expansions more rapidly.

- Impact of Phase 2 stormwater management requirements.
Member agencies are implementing storm water management utilities to implement the requirements.
- Lack of rail service to the Port of Clarkston;
- Sediment management in shipping channels and loading areas.

1.0 MPO Administration

Objectives

- To provide for all of LCVMPPO's administrative needs, including but not limited to progress reporting, budgeting, financial documentation, and preparation of materials needed to fulfill federal funding requirements.
- To determine planning work needed between October 1, 2008 and September 30, 2009, and to identify a budget and sources of revenue for next year's planning activities.

Scope

- General administration including staff support for fiscal, legal and secretarial needs, policy board meetings, advisory committee meetings, staff reports, and other miscellaneous administrative tasks.
- Participate in the Public Involvement Process for the regional long-range transportation plan and the on-going functions of the MPO.
- Monitor compliance with Title VI of the Civil Rights Act of 1964.
- Prepare FY 10 Unified Planning Work Program.
- Prepare FY 09 Annual Report on LCVMPPO activities.
- Ensure adequate agency coordination, public education and stakeholder participation in the overall planning process.
- Prepare MTIP consistent with approved plan for Policy Board action.

Products

Completion and adoption of necessary reports and documents described above.

Commentary

This is an on-going function with a part-time director and finance officer performing the various duties. This is the first year the MPO has prepared the MTIP under the new transportation plan, as well as several amendments to accommodate stimulus projects.

2.0 Coordination with Regional, State and Federal Transportation Plans and Processes

Objective:

The states of Idaho and Washington along with the member governing bodies and the Palouse RTPPO each have transportation plans that affect transportation planning within the metropolitan area. The federal government (FHWA and FTA) also have programs and processes with which the MPO is expected to comply.

Direct costs associated with this work element include personnel costs and travel reimbursement.

Scope:

In general, activities associated with this work element include:

- Developing strategies, projects and associated cost estimates in cooperation with local, regional, state and federal agencies;
- Performing public involvement activities, especially for compliance with Title VI programs;
- Utilizing transportation planning models and traffic impact analysis models for urbanized area projects and the impacts of regional projects.
- Where appropriate, participating in activities that assist in the coordination of human services transportation that provide for the basic mobility needs of targeted groups.

Commentary:

The MPO is completing the first-ever regional travel demand model and is providing training to staff of the member agencies to assist in the use of the data and model.

3.0 MPO Website Maintenance

Objective:

Using consultant service to maintain and update the MPO website on an on-going basis.

Scope:

In general, activities associated with this work element include:

- Maintain content of website using information provided by others;
- Add new products and services to site to enhance usefulness

Products:

Updated website.

Commentary:

The website is updated by the director with assistance from City of Lewiston staff.

4.0 Regional Development Impact Policies (Carry-over FY 08)

Objective:

To identify impacts on the transportation system caused by growth and to develop regional strategies to address them in a fair and consistent manner.

Scope:

Using consultant services:

- Identify and quantify transportation related impacts caused by growth
- Identify strategies available to the region to mitigate these impacts
- Involve the public and development community
- Provide recommendations to Policy Board for regional implementation

Commentary:

This project has been awarded to the Transpo Group and is in scoping phase.

5.0 Regional Circulation Study (Carry-over FY 08)

Objective

To address deficiencies and identify potential improvements in the roadway network serving downtown Clarkston and Lewiston, focusing on US12/Main Street and major connecting streets. The study will also identify critical issues that will affect circulation as development occurs.

Scope:

Using consultant and local resources:

- Identify study area;
- Perform origin/destination survey within study area;
- Impact of truck routes, on-street parking, diagonal parking;
- Impact of commercial development;
- Bridge approach congestion;
- Signal timing;
- Other development issues

Commentary:

This project was awarded to the WGM Group and is in scoping phase.

6.0 Regional Traffic Model Ongoing Implementation and Calibration

Objective:

This is an ongoing function of the MPO which will begin the day-to-day implementation and use of the selected regional traffic model and verify or modify its calibration. This effort will, in all likelihood, be completed by a consultant or by reimbursement to member agency staff. Note this is a continuation of an effort funded in previous fiscal years (see work element 5.0).

Funds are a carry-over from the FY07 and 08 UPWP.

Scope:

Using tools and data collected by the FY06 funded project

- Calibrate model to reflect reality;
- Maintain currency of data;
- Day-to-day use of the model.

Commentary:

This is an on-going function.

7.0 Regional GIS Implementation

Objective:

- To begin implementing the recommendations of the Regional GIS Study by purchasing software and hardware for Asotin County.

Scope:

- Purchase of hardware and GIS software compatible with Lewiston's and Nez Perce County's. The equipment will be used by Asotin County Public Works Department staff.

Products:

- A significant improvement in GIS mapping for the metropolitan area.

Commentary:

This project is currently underway. A computer and software were purchase for Asotin County. Mapping is being developed in the system in a manner consistent with other member agencies.

8.0 15th Street Corridor Intersection(s) Investigation – Asotin County

Objective:

To investigate intersection geometry, traffic movements, and clear zone and sight distance issues along this arterial corridor at key intersections that have accident histories.

Scope:

Using consultant services:

- Identify and analyze intersections of concern
- Identify strategies available to mitigate these strategies
- Involve emergency service providers and public works officials
- Provide recommendations for improvement of these intersections

Product:

- Report containing specific recommendations to address identified concerns

Commentary:

A project manager has been assigned and a project scope will be developed.

9.0 Special Planning Studies (East Lewiston)

Objective:

To identify impacts on the transportation system caused by growth; there is a potential for a new church, new high school, and community park, and to develop strategies to address them in a fair and consistent

manner. In general the area bounded by 16th Street on the East, Grelle Avenue on the South, 10th Street on the West, and Gun Club and Lindsay Creek Roads to the North.

Scope:

Using consultant services:

- Identify and quantify transportation related impacts caused by growth
- Identify strategies available to mitigate these impacts
- Involve the public
- Provide recommendations

Product:

Report containing specific recommendations on impacts to the transportation system caused by development and solutions.

Commentary:

A project manager has been assigned and a scope will be developed.

10.0 System Preservation Best Management Practices

Objective

To identify best management practices seek ways to increase efficiencies, and identify alternative techniques for regional system preservation.

Scope

Using consultant services:

- Identify on-going system preservation methods and tools used by all member agencies
- Identify commonalities and differences in system preservation requirements of state agencies
- Identify opportunities for joint bidding of projects and/or materials
- Identify opportunities for common quality control measures
- Identify opportunities and constraints for regionalization of system preservation measures
- Provide recommendations

Product

A report summarizing specific recommendations and proposed implementation strategies

Commentary:

A project manager has been assigned and a scope will be developed.

11.0 Regional Transit Coordination

Objective

To evaluate two transit systems operating in the MPO area by the City of Lewiston and the PTBA with the intent of identifying opportunities for operational efficiencies.

Scope:

Using consultant efforts:

Consider whether different operational structures such as joint bidding for one contractor, oversight by one body, direct operation by one or more governmental unit, joint ownership of major capital assets, would result in program efficiencies and/or cost savings.

Product:

A report summarizing the findings and alternatives for consideration by elected officials.

Commentary:

The project was awarded to Nelson/Nygaard and is complete.

MPO Financial Report July 1, 2008 through June 30, 2009

REVENUES:

Beginning Net Cash	\$15,778.93	\$15,778.93
<u>Revenue Source</u>		<u>Actual Revenue Received</u>
Washington State Dept. of Transportation:		
2006 FHWA Funds (GR07)	\$54,058.45	\$54,058.45
2007 FHWA Funds (GR06)	\$38,567.00	\$1,429.16
2008 FHWA Funds (GR03)	\$55,658.00	
2008 FHWA Funds (GR01)	\$12,856.00	
2009 FHWA Funds (GR05)	\$23,887.00	
2008 FTA Funds (GR02)	\$10,458.00	\$8,846.10
2009 FTA Funds (GR04)	\$10,819.00	
Total WSDOT Funds	\$206,303.45	\$64,333.71
Idaho Transportation Department:		
2005 Funds (#9647)	\$8,504.00	\$8,504.00
2006 Funds (#10014)	\$85,052.00	\$73,921.00
2007 Funds (#10686)	\$99,771.00	
2008 Funds (#10691)	\$94,247.00	
2009 Funds (#10696)	\$38,917.00	
Total ITD Funds	\$326,491.00	\$82,425.00
Member Agencies Local Match 2009:		
City of Asotin	\$1,334.12	
Asotin County	\$4,247.73	
City of Clarkston	\$2,461.03	
City of Lewiston	\$8,989.85	
Nez Perce County	\$1,143.27	
Total Member Agency Funds	\$18,176.00	\$18,176.00
Other-Reimbursable:		
SEDA (ArcEditor)		\$14,601.38
TOTAL REVENUES	\$532,794.45	\$179,536.09
TOTAL RESOURCES	\$548,573.38	\$195,315.02

EXPENDITURES:

Professional Services	\$131,457.69	
Staff Services	\$20,428.63	
Postage/Shipping	\$166.07	
Advertising	\$112.66	
Other Expense	\$157.00	
Other - Reimbursable (ArcEditor)	\$14,601.38	
TOTAL EXPENDITURES	\$166,923.43	\$166,923.43

ENDING NET CASH & FUNDS: **\$381,649.95** **\$28,391.59**