

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 2009

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FY09 Unified Planning Work Program - LCVMPPO

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 Unified Planning Work Program (UPWP) outlines LCVMPPO's intended work for fiscal year 2009 beginning October 1, 2008 and ending on September 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). UPWP tasks are intended to place LCVMPPO in a good position to annually adopt a Transportation Improvement Program (TIP) for the metropolitan area.

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. Combined funding for FY09 activities is estimated to total \$201,071 from the sources shown in the table below.

Source of Funds	FY 09	Total
FHWA - WSDOT	51,686	51,686
Match at 13.5%	8,067	8,067
FTA - WSDOT	10,390	10,390
Match at 20%	2,598	2,598
FHWA - ITD	77,967	77,967
FTA - ITD	19,169	19,169
Match at 7.34% - ITD	7,511	7,511
Palouse RTPO	\$16,000	\$16,000.00
Other		
Total	\$193,388.00	\$193,388.00

Funding included in approved FY06 and FY 07 UPWP will carry-over to complete the following approved projects:

Budget Year	Description	Amount
FY 06	Travel Demand Model (Underway)	\$76,000
FY 07	Regional Traffic Model Ongoing Implementation and Calibration (underway)	\$50,000
FY 08	Regional Development Impact Policies	\$45,000
FY 08	Regional Circulation Study	\$100,000

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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 LCVMPO'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 this 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 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
- Regional Public Transportation, Inc. (Valley Transit)
- Nez Perce Tribe
- Palouse Regional Transportation Planning Organization (PRTPO)
- 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;
- Rapidly increasing fuel prices are severely affecting transit service operational costs;
- 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;
- The community needs to provide an inter-modal transportation facility;
- Maintaining and improving the level of service for traffic flow among all jurisdictions in the urban area;
- Development and implementation of a region-wide unified GIS system to aid in regional system management and decision making;
- 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;
- Future dredging of the Columbia/Snake River System faces challenges that limit barge traffic;
- 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;
- 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.

During the program year, it is unlikely that these major issues will be resolved. Therefore, we have endeavored to construct a work program for FY09 to best position the MPO to address these issues in the coming years.

There are a number of areas related to transportation planning that are to be included in the annual planning work program. The US Department of Transportation (FHWA and FTA) and the Washington State Department of Transportation (WSDOT) each have provided a list of topics to be included at some level in the work program. These topics include:

WSDOT Planning Emphasis Areas:

- Washington Transportation Plan implementation;
- MPO Travel Demand Forecasting;

Idaho Transportation Vision: Getting There Together

The Lewis Clark Valley MPO has included these topics as appropriate within this annual work program.

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;
- Approaches on all bridges for safety and congestion deficiencies;
- 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;
- Expanded public transit service throughout the region;
- Impact of Phase 2 stormwater management requirements;
- Lack of rail service to the Port of Clarkston;
- Sediment management in shipping channels and loading areas.

UPWP Activities for FY09

The remainder of this document describes planning activities that LCVMPPO will undertake, from the adoption date of this UPWP through September 30, 2009. The MPO has identified the following major work program categories:

1. MPO Administration - \$39,500
2. Coordination with State Transportation Plans - \$5,000
3. MPO Website Maintenance - \$5,000
4. Regional Development Impact Policies (carry over from FY 08) - \$45,000
5. Regional Circulation Study (carry over from FY 08) - \$100,000
6. Regional Traffic Model Ongoing Implementation and Calibration - \$ 50,000 (carry over from FY 07)
7. Regional GIS Implementation - \$12,500 (RTPO Funding)
8. 15th Street Corridor Intersection Investigations - \$20,000 (includes \$3,500 RTPO funds)
9. Special Planning Study – Central Orchards Neighborhood - \$20,000
10. System Preservation Best Management Practices – \$40,000
11. Regional Transit Coordination Study - \$25,000

Objectives, tasks, expected work products and budgets for the program categories are defined in the following pages.

In addition, the Washington State Department of Transportation (WSDOT), the Idaho Transportation Department (ITD), and the Palouse Regional Transportation Planning Organization (RTPO) will conduct studies and projects within the metropolitan area. These projects are thus included by reference into this adopted UPWP.

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.

Budget Amount: \$39,500

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.

Budget Amount: \$5,000

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.

Budget Amount: \$5,000

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

Product:

Report containing recommendations on development impact policies.

Relationship to Washington Transportation Plan (WTP) and Idaho's Transportation Vision:

WTP: Investment Guideline 3. Economic Vitality – Improve freight movement and support economic sectors that rely on the transportation system, such as agriculture, tourism, and manufacturing.

Investment Guideline 4. Mobility – Facilitate movement of people and goods to contribute to a strong economy and a better quality of life for citizens.

Idaho's Transportation Vision: Focus Area: Develop regional transportation management systems for the efficient and safe movement of goods and people.

Budget Amount: \$45,000

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

Product:

Relationship to Washington Transportation Plan (WTP) and Idaho's Transportation Vision

WTP: Investment Guideline 2. Safety – Target construction projects, enforcement, and education to save lives, reduce injuries, and protect property;
Investment Guideline 3. Economic Vitality – Improve freight movement and support economic sectors that rely on the transportation system, such as agriculture, tourism, and manufacturing.
Investment Guideline 4. Mobility – Facilitate movement of people and goods to contribute to a strong economy and a better quality of life for citizens.

Idaho's Transportation Vision: Focus Area: Improve communication within and between communities to better understand transportation needs;
Focus Area: Develop regional transportation management systems for the efficient and safe movement of goods and people.

Budget Amount: \$100,000

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.

Budget Amount: \$25,000

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.

Budget Amount: \$12,500 (Palouse RTPO funding)

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

Budget Amount: \$20,000.

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.

Budget Amount: \$20,000

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

Budget Amount: \$40,000

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.

Budget Amount: \$25,000