



Lewis-Clark Valley Metropolitan Planning Organization

Unified Planning Work Program Annual Report

Fiscal Year 2014

(October 1, 2013 – September 30, 2014)

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LCVMPO Member Agencies:

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

Board

Bob Tippet, Chair – Nez Perce County
Kathleen Warren, Secretary/Treasurer – City of Clarkston
Brian Shinn, Immediate Past Chair– Asotin County
Mervin Schneider, Member – City of Asotin
James Bridges, Member – Asotin County
Shannon Grow, Member – City of Lewiston
Mike Collins – City of Lewiston
RJ Johnson – City of Lewiston

Technical Advisory Committee

Mervin Schneider, City of Asotin
Jim Martin, City of Clarkston
Jim Bridges, Asotin County
Wanda Keefer, Port of Clarkston
Kim Gates, Asotin County PTBA
Paul Gonseth, WSDOT
Laura Von Tersch, City of Lewiston
Alannah Bailey, City of Lewiston
Chris Davies, City of Lewiston
Shannon Grow, Lewiston Transit
Chris Hayes, NPC/LWS Airport Authority
Mark Ridinger, Nez Perce County
Jaynie Bentz, Port of Lewiston
Ken Helm, ITD

Staff

Shannon Grow, LCVMPO Director
Barb Cook, Finance Officer

Introduction

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. LCVMPO'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 document reports on the regional transportation planning activities carried out by LCVMPO in FY2014; October 1, 2013 through September 30, 2014.

Significant Issues in the Region in FY-2014

Like most areas, the LCVMPO member agencies must balance the needs of improving and updating an aging infrastructure while trying to accommodate growth. Some of these challenges are:

- The dramatic effect of the national recession on local revenues which has impeded the ability to fund needed projects;
- There are limited 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.
- Higher fuel prices adversely affect transit service operational costs;
- The region needs a secure funding source for the continuance and expansion of public transportation, carpooling, and pedestrian access to transit in the urban area, especially on the Idaho side;
- 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, and data collection warehouse;
- Addressing traffic congestion on US 12 through the Cities of Clarkston and Lewiston including the issue of freight mobility and addressing the impacts of a major highway on downtown development;
- Coordination between various land use plans and transportation plans while moving into regional transportation planning;
- Opposition to future dredging of the Columbia/Snake River/Clearwater System that may ultimately limit barge traffic;
- Uncertainty over dredging may redirect barge traffic on to rail and truck traffic increasing the number of trains and truck movements;
- 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;
- 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.

As most of the issues would not be resolved in 2014, the LCVMPO work program for FY14 attempted to address some of these issues in the coming years.

Comparison of Actual Performance with Established Goals

Administration was the most significant change the LCVMPO made in FY14. This change in management structure transitioned from a full time director to a part time Director and Washington Liaison. Although there was some hesitation to allow the MPO to move forward with the new structure, ultimately it was successful.

Below are the UPWP projects and their status at the end of FY2014:

1. Completed Projects

a. Complete a Self-Certification Review

Deliverable: MPO Self-Certification Package

Date Due: September 30, 2013

Date Completed: November 21, 2013

b. Develop SFY 2015 Unified Planning Work Program (UPWP) for October 1, 2014, through September 30, 2015

The UPWP, developed annually, accounts for regionally-significant transportation planning efforts to be undertaken with federal funding by the LCVMPO and other jurisdictions or agencies within the metropolitan area. Due to the types of activities over the next few years, the LCVMPO decided to develop a two year UPWP that covers the fiscal years 2015 and 2016 (October 1, 2014 through September 30, 2016)

Deliverable: SFY 2015 - 2016 UPWP

Timeframe: June through September 2014

Approved: September 10, 2014

c. Develop Annual Report for October 1, 2012 through September 30, 2013

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 SFY 2013

Timeframe: Due by December 30, 2013

Submitted: January 7, 2014

d. Title VI Plan Revisions and Certification

The LCVMPO is responsible to certify that the MPO is following all federal and state planning Title VI rules and regulations. Each year, the MPO will complete a Title VI report to be reviewed by an interagency consultation team. The MPO Policy Board will adopt the Title VI plan and submit the final version to WSDOT and ITD.

Deliverable: Title VI Plan

Date Due: September 30, 2014 to ITD; Submitted with Self-Certification to WSDOT

Submitted for review: October 20, 2014

e. Human Services Transportation Coordination Plan (HSTCP) Update

Project Description: A current Coordinated Human Services Transportation Plan is a required document by FTA to access certain grant programs such as 5310 – Elderly and Disability Individuals. Furthermore WSDOT requires the Coordinated HSTP to access 5311 for rural funding. A Coordinated HSTP is required to be updated every four years. The first HSTP Plan was approved in 2007, and the last update was in 2010. LCVMPPO Staff will be meeting with the RTPO Director to coordinate all details of funding and deliverables.

Deliverable: Updated Human Services Transportation Plan

Date Due: June 2014

Date Completed by RTPO: December 26, 2014

f. Tribal consultation

Begin discussions with the Nez Perce Tribe on developing an approach for coordinated planning efforts and needs.

Deliverable: Initial discussions with the Nez Perce Tribe

Date Due: September 30, 2014

Date Completed: ongoing

g. Data Collection and Analysis

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.

Timeframe: Ongoing

Status: In April, 2014, the LCVMPPO evaluated the progress made on this effort and found that it was sufficiently funded for FY2014.

h. Supplemental Public Right-of-Way Inventory

In FY13, the LCVMPPO contracted to do a regional inventory of public right-of-way (ROW) facilities. This inventory was completed for all jurisdictions in the MPO, but due to budget constraints, Lewiston was not a complete inventory. This project completes the ROW inventory of applicable facilities located in the right-of-way areas in the City of Lewiston and incorporates the information contained in the regional ROW facility inventory. This project fits with the MPO's LRTP goals and objectives numbers 1, 2c, and 3f; by providing and improving ADA access to the City's sidewalk system and transit system. The 2013 UPWP describes the project as a means to increase safety of the transportation system for non-motorized users, increase accessibility and mobility, enhance integration and connectivity of the transportation system between modes, and emphasize the preservation of the existing transportation system.

Deliverable: Completion of the ROW facility inventory in Lewiston.

Timeframe: September 30, 2014
Completed: September 10, 2014
Budget Amount: \$21,000
Contract Amount: \$20,000

i. North Clarkston Circulation Study

The goals of this study will provide greater information in the area surrounding the Interstate Bridge and will allow proper planning by the City of Clarkston and the Lewis-Clark Valley MPO for potential alternatives that will improve circulation.

Project Area: Beginning at Blue Bridge proceeding west to 13th and north to the Snake River in Clarkston. The study will include the following intersections 2nd & Bridge, 5th & Bridge, 5th & Fair, and 13th & Bridge, with others depending on needs.

Budget Amount: \$30,000
Contract Amount: \$32,000
Completed: April 15, 2014

j. Northport Transportation Study

Project Description: A long term intermodal transportation plan/study that gives recommendations to ensure the efficient movement of freight with the Northport area.

Project Location: Northport Area (US HWY 12 on the east, Clearwater River on the south, State line on the West and State Hwy 128 on the north.

Budget Amount: \$30,000 Total budget of \$50,000 (\$20,000 Port of Lewiston portion)
Contract Amount: \$74,667.70. LCVMPPO Portion is contracted at \$30,000.

Completed: April 9, 2014

k. Develop 2015-2018 Metropolitan Transportation Improvement Program

The LCVMPPO is responsible under state and federal statutes to conduct a programming process for the purpose of authorizing expenditures of federal funds for regionally significant transportation improvement projects. Each year, the MTIP development begins in April with the process and schedule notification to local agencies and, when available, notices of STP funding. Local TIPS are due to the MPO in July. 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: 2015-2018 Metropolitan Transportation Improvement Program

Date Due: September 30, 2014

Date Completed: September 10, 2014

2. Projects Underway

a. Lewiston - Main and D St. Corridor Study

Project Description: A comprehensive study of Main St. and D St. from 1st St. to 11th St. inclusive of intersections. This study will include a recommendation for a final cross sections, right-of-way, and preliminary cost estimates. This final study will be complete

such that with the addition of topographic mapping, the plan may be used to develop a preliminary design.

Project Location: Downtown Lewiston on Main Street and D Street from 1st Street east to the intersection of 11th Street.

Schedule for Completion: Original: September 1, 2013, Revised: December, 2014

Budget Amount: \$80,000

Contract Amount: \$80,000

Amount remaining: \$26,000

b. LCVMPPO Bike & Pedestrian Master Plan

Identification and assessment of opportunities for improving the bicycle and pedestrian transportation network, public input on needs for improvement, planning of a future network and identification of select prioritized capital improvements. The results of these efforts will be presented as a master plan for the Lewis- Clark Valley bicycle and pedestrian system. In addition to a future bicycle and pedestrian network, a list of prioritized capital improvements with cost estimates will be generated. A portion of this plan will identify conflict area or locations which have a high level of incidents between bikes/pedestrians and motor vehicles. Projected updates to this plan are every four years.

Deliverable: Coordinated Bike & Pedestrian Master Plan

Schedule for Completion: April, 2015

Budget Amount: \$63,000

Contract Amount: \$65,804

Amount remaining: \$63,014.09

3. Other

a. Airport Area Traffic Study

This traffic study will include looking at public transportation, bicycle and pedestrian movements to determine adequacy and need based on the following factors, The Airport's South Side Project, Possible New City of Lewiston Fire Station, Howell Machine Project, the ATK plant, and general growth around the airport.

Project Location: The approximate area around the ATK plant, Southport Ave., Howell Machine plant, Cox Industrial Park, Nez Perce County Regional Airport (including access roads), 6th street, O'Connor Road, Bryden Canyon Road, Grelle Ave., Cedar Ave., and Bryden Ave.

Schedule for Completion: TBD

Status: This project was put on hold until April, 2014. At that time, the LCVMPPO budget and work items will be re-evaluated in order to see if the project should proceed. At that time, it was approved to proceed, however, it was decided to put the project on hold until the Airport had completed it's Master Plan Process.

Budget Amount: \$50,000

Estimated Start Date: July, 2015

4.2 LCVMPPO Transit Master Plan

Coordinated Master Plan for public transportation in the Lewis Clark Valley that develops short term and long term transit service and capital investment priorities, projections, and recommendations. This task includes a public participation process which incorporates stakeholder input and public surveys (riders, general public, local service providers, and local policy makers) about current services and future needs of public transportation.

The Transit Master Plan shall incorporate performance measures, an asset management plan, and a safety and security plan.

Deliverable: Coordinated Transit Master Plan that incorporates both public transportation systems in the LCVMPPO (Lewiston Transit and the Asotin County PTBA)

Status: At the mid-year review, it was determined to put the LCVMPPO Transit Master Plan on hold until FY2015.

Budget Amount: \$47,250

Estimated Start Date: June, 2015

Carryover of Funds, FY2014

The table below shows the amounts of carryover funds, by type and State, at the end of the fiscal year, 2014. These funds are to be used in the work elements of the FY2015-FY2016 UPWP.

| Carry Forward Funds, End of Year, FY2014 | |
|--|--------------|
| Carry Forward FHWA/FTA (ID) | |
| Carry Forward FHWA (WA) | \$215,304.00 |
| Carry Forward FTA (WA) | |
| Carry Forward Match | |