

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 2010

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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 2010 beginning October 1, 2009 and ending on September 30, 2010.

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 FY10 are derived from local agencies actively participating in transportation planning, as well as from federal agencies. Combined funding for FY10 activities is estimated to total \$201,071 from the sources shown in the table below.

Source of Funds	FY 10	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

FY10 Unified Planning Work Program - LCVMPPO

Funding included in approved FY10 UPWP will carry-over to complete the following approved projects:

Budget Year	Description	Amount
FY 07	Regional Traffic Model Ongoing Implementation and Calibration (underway)	\$50,000
FY 08	Regional Development Impact Policies (Project awarded)	\$45,000
FY 08	Regional Circulation Study (Project awarded)	\$100,000
FY 09	15 th Street Corridor Intersection Investigations	\$20,000
FY 09	Central Orchards Special Planning Study	\$20,000
FY 09	System Preservation Best Management Practices	\$40,000

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 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 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.; PTBA, Lewiston 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 FY10

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:

- The national recession is dramatically affecting the revenues of local agencies thus impeding their ability to fund needed projects;
- Increases in oil prices continue to affect our ability to deliver projects on budget and on time;
- 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 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 FY10 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 FY10

The remainder of this document describes planning activities that LCVMPPO will undertake, from the adoption date of this UPWP through September 30, 2010. 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
7. 15th Street Corridor Intersection Investigations - \$20,000 (carry over from FY 09) and \$20,000 FY 10
8. Special Planning Study – Central Orchards Neighborhood - \$20,000 (carry over from FY 09)
9. System Preservation Best Management Practices – \$40,000 (carry over from FY 09)
10. Way Finding Plan – Asotin County - \$15,000
11. Plan Update – Chapter 8 Project Development and Priorities Review and Update - \$50,000
12. Plan Update – New Chapter 9 System Preservation - \$50,000
13. Plan Update – New Chapter 10 Transit Operations Best Management Practices - \$12,000

Project descriptions for items 1 through 9 above are contained in prior year work programs and are thus included here as if fully written. New work items, 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.

7.0 15th Street Corridor Intersection Evaluations (additional funding)

Provide evaluations for six intersections with accident histories along the 15th Street corridor (an urban arterial) in Asotin County. The work will involve traffic analysis and review of intersection geometry to evaluate sight distance and clear zone conditions. The study will result in recommendations for intersection improvements and clearing as necessary at all six locations.

Estimated total study cost: \$40,000.

10.0 Way Finding Plan – Asotin County

There exists currently some information in all three communities that helps visitors and residents alike to determine and efficiently arrive at their destinations but the quantity and distribution does not provide the traveler with the right kinds of assurances at key points of their movement. This workplan element involves creation of an integrated way-finding system with common design elements and consistency across the communities. This comprehensive way-finding system will serve motorists, bicyclists and pedestrians. It will enable people to safely and conveniently locate and access key features, facilities and destination areas along the rivers, roadways, and within the communities themselves.

Estimated Cost: \$15,000

11.0 Plan Update – Chapter 8 Project Development and Priorities Review and Update

The long-range transportation plan was adopted in 2006 with a technical amendment completed in 2008. Chapter 8 of the plan identified a list of transportation projects, both capital and planning, that had come out of the planning process. Since adoption a number of projects on that list have been completed, others have taken on a different priority, and funding opportunities have evolved.

Objective:

Update Chapter 8 of the Long-Range Transportation Plan for project development and prioritization.

Scope:

Using consultant efforts:

- Review existing project list for appropriate prioritization and cost
- Seek stakeholder and agency input on needs and priorities
- Identify project gaps and opportunities
- Update project estimates and funding sources

Budget amount: \$50,000

12.0 Plan Update – New Chapter 9 System Preservation

Preservation of the transportation system is the most cost effective investment in infrastructure. Using consultant efforts, inventory existing system preservation efforts used by regional agencies, identify key practices used by other jurisdictions that could benefit the metropolitan area, identify gaps, duplications, and opportunities for cost savings and improved efficiencies. Identify long-term trends and strategies from a regional and national perspective and make recommendations for potential implementation of them.

Budget amount: \$50,000

13.0 Plan Update – New Chapter 10 Transit Operations Best Management Practices

All of the agencies that comprise the LCVMPPO employ persons who are required to have Commercial Drivers Licenses (CDL) in order to fulfill their job duties from operating heavy equipment to driving public transit vehicles. All of these employees fall under federal Department of Transportation regulations specifically, Title 49 Transportation. These regulations are broad in scope and range from covering general qualifications for drivers to drug testing and oversight to training and documentation.

The LCVMPPO will contract for a best management practices study concerning the hiring, training, safety and oversight of the region's CDL management. The scope could range from documenting existing practices to bringing each member's program into full compliance with DOT regulations for hiring, safety, training and documentation purposes.

It would be the intent to provide this material to agencies in the metropolitan area that provide public transit services including the Nez Perce Tribe, school districts, Asotin County PTBA, and the City of Lewiston.

Budget amount: \$12,000