



## **Palouse Regional Transportation Planning Organization**

*Serving Asotin, Columbia, Garfield, and Whitman Counties*

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### **PALOUSE REGIONAL TRANSPORTATION PLANNING ORGANIZATION**

#### **FY 2010 UNIFIED PLANNING WORK PROGRAM July 1, 2009 - June 30, 2010**

#### **I. INTRODUCTION**

The Boards of Commissioners of Asotin, Columbia, and Garfield Counties established the Palouse Regional Transportation Planning Organization (PRTPO) by resolution on January 16, 1991. The RTPO lead agency is the Southeast Washington Economic Development Association (SEWEDA). Whitman County became a member of the PRTPO in July 2003 through an Interlocal Agreement signed by all four counties.

The PRTPO includes the geographic area within the boundaries of Asotin, Columbia, Garfield, and Whitman Counties, Washington. The Governors of the States of Idaho and Washington designated The Lewis Clark Valley Metropolitan Planning Organization in 2003 and includes the cities of Lewiston, Idaho, Asotin and Clarkston, Washington, and parts of Asotin County, Washington. Asotin County has membership in the MPO and is an adjunct member of the PRTPO.

#### **II. PURPOSE**

The purpose of the Palouse RTPO is to provide a continuing, cooperative, and comprehensive transportation planning process that provides continuity to the organizational structure for transportation planning in the four-county area. Through this forum the RTPO will prepare and maintain a decision-making process for transportation planning.

### **III. REGION'S KEY ISSUES**

Transportation planning is a long-term process. The process includes conducting studies, allocating funding, and designing solutions before constructing projects. The starting point is identification of issues facing the region.

The Palouse region has important transportation issues. Issues include improving economic vitality and providing access to jobs, recreational areas, medical services, and social activities. Well thought out investments can produce large returns for the region.

The region has a fairly balanced multi-modal system that includes river, road, rail, and air transportation. However, several factors affect the ability of the multi-modal system to service the economic and social needs of the region. These include the Snake River and short-line railroads needed to transport grain and other regionally produced commodities to major ports for shipment within and outside of the United States.

The Snake River requires on-going silt removal dredging to maintain sufficient depth for fully loaded barge traffic. Economic gain is less when shipping less than full loads.

Short-line railroads are a critical link for transport from local areas to barging facilities or rail terminals for onward movement. Maintenance of rail facilities is necessary for efficient rail operations. If tracks continue to deteriorate, travel speeds will be further reduced, increasing operating costs and reducing profitability. This may result in additional rail line abandonment.

Both of these systems are critical in moving freight through the region. A reduction in capability of one or the other will result in significant increases to the third critical component, the road system. The road system is not adequate in many areas to support year-round trucking. During the spring thaw, many local and county roads have weight restrictions imposed to prevent surface deterioration.

Air service is another key component to the transportation infrastructure, both in terms of passenger and cargo capabilities. Carriers may reduce services as operating costs increase.

### **IV. CONSISTENCY WITH THE WASHINGTON TRANSPORTATION PLAN**

The Palouse RTPO supports the investment guidelines and key policy recommendations of the Washington Transportation Plan (WTP) 2007 - 2026. The guidelines include: Preservation, Safety, Economic Vitality, Mobility, and Environmental Quality and Health. The key policy recommendations include: Funding, Land Use and Transportation, Safety, Reduce Reliance on Fossil Fuels, Emergency Preparedness, Transportation and the Economy, and rural Economic Vitality. The main body of the WTP contains additional information.

## **V. WSDOT UPWP GUIDANCE**

The Washington State Department of Transportation provides RTPOs and Metropolitan Planning Organizations with guidance for preparation of UPWPs. The guidance, in addition to federal planning requirements, is in Attachment A . They are included in this document to maintain consistency with the planning efforts in the Lewis Clark Valley Metropolitan Planning Organization.

## **VI. UPWP WORK ELEMENTS**

The Palouse RTPO desires to be consistent with the guidance of WSDOT. To accomplish this, the UPWP is broken down into the following work elements:

- A. Administration
- B. Continue Implementation of Regional Transportation and Growth Management Planning
- C. Consistency with RCW 47.04.280 and the Investment Guidelines of the Washington Transportation Plan (WTP)
- D. Data Collection/Technical Assistance
- E. STP Funded Planning
- F. Funding

### **A. Administration**

1. Purpose/function: As the lead planning agency, SEWEDA will provide management for the regional transportation planning process.
2. Work tasks:
  - a. Arrange personnel activities, training, conferences, and clerical support.
  - b. Schedule and facilitate meetings of the PRTPO to review, address and decide issues of significance to the regional transportation system.
  - c. Provide ongoing communication and coordination channels between the PRTPO and the Washington State Department of Transportation (WSDOT).
  - d. Provide on-going communication and coordination between the PRTPO and the Lewis Clark Valley MPO.
  - e. Provide opportunities for citizen participation to ensure that transportation-planning efforts are consistent with public interest and participation is continuous throughout the planning process.
  - f. Provide administrative support for the Palouse RTPO Technical Advisory Committee and Policy Board.
  - g. Develop, negotiate, and manage consulting contract opportunities.

- h. Coordinate and manage funding priorities such as Transportation Enhancement Grants and the WTP funds.
  - i. Mail out meeting notices, agendas, and other material to all Transportation Policy Board and Technical Advisory Committee members as needed.
  - j. Prepare news items for the media concerning the regional transportation planning process.
  - k. Prepare the UPWP and amendments as necessary.
3. Work products: PRTPO meetings, meeting minutes, payroll, dissemination of transportation information, correspondence, public notices, the hiring of specialized planning consultants, Title VI compliance, and other administrative duties as necessary.

<u>RTPO REVENUES</u>	<u>STP REVENUES</u>	<u>TOTAL EXPENSES</u>
\$ 27,000.00	\$ 0.00	\$ 27,000.00

**B. Continue Implementation of Regional Transportation and Growth Management Planning**

- 1. Purpose/function: To complete RTPO duties in accordance with the state RCWs and WACs.
- 2. Work tasks:
  - a. Review and update the transportation strategy for the region including the goals and policies, land use assumptions, the regional transportation system, and key transportation issues identified in the region's transportation plan.
  - b. Perform a biennial review of the Regional Transportation Plan to determine currency of the plan. Forward the results of the review to WSDOT including the RTPO schedule for the next plan update.
  - c. Complete 5-year update to the Regional Transportation Plan..
  - d. Where appropriate, certify that Columbia and Garfield Counties' county-wide planning policies and the regional transportation plan are consistent. Continue to work with both counties to ensure that consistency exists between county and regional transportation issues, goals and policies, land use assumptions, and regional transportation systems identified in the PRTPO Regional Transportation Plan. Although Asotin and Whitman Counties are not required to fully plan under the Growth Management Act, the RTPO will request acknowledgement that these items are consistent with the projected ideas of transportation in these two counties.
  - e. Prepare the Regional Six-Year Transportation Improvement Program (TIP) in conjunction with member jurisdictions, transit agencies, and WSDOT. The RTPO submits the TIP to the WSDOT Transportation Planning Office and Highway and Local Programs Division in October.

- The SEWEDA office will work with WSDOT on the development of the TIP and the software input for the listing of projects.
- f. Work with Columbia and Garfield Counties to ensure the adopted level of service and methodology is consistent with the regional transportation plan.
  - g. Work with all member jurisdictions and agencies to ensure a consistent level of service in the region.
3. Work products: Updated RTPO transportation strategy, completed RTP currency review, consistency between city, county, and the regional transportation plans, a six-year TIP for the region, and consistent levels of service within the region.

<u>RTPO REVENUES</u>	<u>STP REVENUES</u>	<u>TOTAL EXPENSES</u>
\$ 27,835.50	\$ 0.00	\$ 27,835.50

**C. Consistency with RCW 47.04.280 and the Investment Guidelines of the Washington Transportation Plan (WTP)**

1. Purpose/function: To perform long-range planning consistent with RCW 47.04.280 and the investment guidelines of the WTP.
2. Work tasks: Proposed work tasks include:
  - a. Preservation: maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.
  - b. Safety: provide for and improve the safety and security of transportation customers and the transportation system.
  - c. Mobility: improve predictable movement of goods and people throughout Washington State.
  - d. Environment: enhance Washington’s quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.
  - e. Stewardship: continuously improve the quality, effectiveness, and efficiency of the transportation system.
  - f. Continue coordination of transportation planning among the region’s jurisdictions, including the relationship between metropolitan and regional transportation planning, local comprehensive planning, and state transportation planning.
  - g. Coordinate the Comprehensive Economic Development Strategy into the transportation planning process.
  - h. Participate in development, implementation, and statewide activities related to the Highway System Plan.
  - i. WSDOT directed \$8,000.00 of these funds to the LCVMPPO area in Asotin County and the cities of Asotin and Clarkston. The RTPO and LCVMPPO have coordinated a project compatible with the purpose/function described

above, which is to purchase GIS software and hardware necessary to implement the MPO's recently completed GIS Implementation Plan.

- j. Communicate with elected officials and conduct public involvement in support of the statewide plan, modal plans, transportation issue plans, and the Regional Transportation Plan.
- k. Ensure the regional transportation plan addresses the regional corridors and associated intermodal connections associated with issues of statewide intercity mobility services.
- l. Participate in climate change activities with WSDOT.
- m. Coordinate with neighboring RTPOs on common transportation issues.

<u>RTPO REVENUES</u>	_____	<u>STP REVENUES</u>	_____	<u>TOTAL EXPENSES</u>
\$ 35,835.00		\$ 1,549.00		\$ 37,384.00

**D. Data Collection/Technical Assistance**

- 1. Purpose/function: Work with member jurisdictions and transit agencies to provide for the collection of data that is pertinent to their transportation plan or element and the Regional Transportation Plan. Provide technical assistance as needed.
- 2. Work tasks:
  - a. Assist members to gather and maintain data to implement and support the regional transportation planning process.
  - b. Identify and utilize regional and local studies as necessary for analysis of transportation issues within the region using appropriate technical methods as established by state and federal guidelines and policies.
  - c. Identify new funding sources for identified deficiencies within the region.
- 3. Work products: Population and employment data, traffic and accident data, Regional Deficiency/TIP Comparison Matrix, and data for transportation plans.

<u>RTPO REVENUES</u>	_____	<u>STP REVENUES</u>	_____	<u>TOTAL EXPENSES</u>
\$ 6,000.00		\$ 0.00		\$ 6,000.00

**E. STP Funded Planning**

- 1. Purpose/function: To provide transportation planning within the PRTPO area.
- 2. Work tasks: Hire a consultant to assist with the function and planning of the RTPO, if needed. The PRTPO has \$1,549.00 for regional planning which requires a 13.5% local match. The local match will be RTPO revenues.

3. Work products: PRTPO planning projects and implementation of enhancement projects.

<u>RTPO REVENUES</u>	<u>STP REVENUES</u>	<u>TOTAL EXPENSES</u>
\$ 0.00	\$ 0.00 *	\$ 0.00

\* Funding is for long-range planning activities identified in Section C of the FY 2009 UPWP.

**F. Funding**

<b>ELEMENT</b>	<b>RTPO</b>	<b>STP</b>	<b>Totals</b>
Administration	\$ 27,000.00	\$ 0.00	\$27,000.00
Regional Planning & GMA	27,836.00	0.00	27,836.00
Consistency with RCW 47.04.280 and WTP	35,835.00	1,549.00	37,384.00
Data Collection/Tech Asst.	6,000.00	0.00	6,000.00
FY 2008 Carryover	0.00	0.00	0.00
STP Planning	0.00	0.00	0.00
<b>TOTALS</b>	<b>\$ 96,671.00</b>	<b>\$1,549.00</b>	<b>\$98,220.00</b>