METALINE FALLS DRAFT TRANSPORTATION ELEMENT

INTRODUCTION AND BACKGROUND

GMA CONTEXT

Washington's Growth Management Act (GMA) includes a transportation planning goal which encourages "efficient multimodal transportation systems that will reduce greenhouse gas emissions and per capita vehicle miles traveled, and are based on regional priorities and coordinated with county and city comprehensive plans." To help communities achieve this, the GMA requires a transportation element in comprehensive plans. The required element is tied to local land use decisions and financial planning.

The main requirements of a transportation element are as follows:

- Land Use Assumptions: Estimates of travel based on land use assumptions.
- Traffic Impacts: Estimated multimodal level of service (LOS) impacts on state-owned transportation facilities.
- Facilities and Service Needs: Inventory of transportation facilities and services, LOS standards, actions to bring facilities into compliance, traffic forecasts for at least 10 years, and identification of system needs.
- Finance Plan: A multi-year plan to cover transportation improvements.
- Intergovernmental Coordination: Efforts to coordinate with other governmental entities, including relevant federal, state, and regional partners.
- Demand Management Strategies: Strategies to manage transportation demand, like commute trip reduction, transit passes for selected groups, parking charges, high occupancy lanes, telework, vanpools, transportation-oriented development (TOD), and more.
- Pedestrian and Bicycle Component: Provisions for active (non-motorized) transportation.

By promoting safe, accessible multimodal transportation options, towns can reduce reliance on single-occupancy vehicles, thereby reducing greenhouse gas emissions and improving air quality and public health. A multimodal transportation network can also support a strong local economy by attracting businesses and boosting tourism.

TRANSPORTATION SYSTEM CONTEXT

Metaline Falls is a small town with regional scenery, river access, highway exposure, and limited public dollars. It does not need a large-scale transportation strategy to be successful. For a place like Metaline Falls, transportation policy should make it easier for people to arrive, park, walk, bike, linger, shop, work, explore, and invest. Economic development is linked to transportation policy, as strategic transportation networks can help to capture more spending from residents, visitors, highway travelers, outdoor recreation users, and nearby rural households.

The transportation system acts as Metaline Fall's front door. It creates opportunities for tourism, freight, emergency routes, and economic development. Metaline Falls sits on the International Selkirk Loop/North Pend Oreille Scenic Byway near the Pend Oreille River, with SR 31/SR 20 functioning as regional access routes through the county.

If Metaline Falls's existing transportation assets work with a unified purpose, they would make it possible for travelers, recreation users, and residents to recognize the Town, stop in the Town, walk around the Town, and spend money in the Town.

MAIN POLICY DIRECTION

This plan should provide the tools necessary to build and maintain a transportation system that strengthens Metaline Falls's role as a North Pend Oreille service center. Targeted investments can improve access to downtown businesses, housing, civic destinations, recreation assets, the Pend Oreille River, and regional travel corridors.

LAND USE AND GROWTH ASSUMPTIONS

BACKGROUND

The Transportation Element is based on the land use pattern, population forecast, housing assumptions, employment activity, public facilities, recreation access, and regional travel conditions identified in the Comprehensive Plan. Metaline Falls is expected to remain a small town with modest growth over the planning period. Future transportation needs are expected to be driven less by traffic congestion and more by street maintenance, pedestrian safety, accessibility, recreation travel, freight and service access, emergency response, and regional coordination.

The planned land use pattern supports continued residential use near the town center, reinvestment in downtown, access to parks and recreation areas, and connections to regional travel corridors. Transportation investments should reinforce this pattern by improving access between neighborhoods, downtown businesses, civic facilities, parks, the Pend Oreille River, recreation destinations, and regional routes. The Town should prioritize improvements that support safe local travel, economic development, visitor access, housing connectivity, freight reliability, and emergency movement.

RELATIONSHIP TO THE LAND USE ELEMENT

The Transportation Element is based on the land use pattern established in the Land Use Element. Metaline Falls's future transportation needs are expected to be shaped by the location of residential neighborhoods, downtown commercial activity, public facilities, parks, recreation access points, employment lands, and regional travel corridors. Transportation investments should reinforce the Town's desired land use pattern by improving access to areas planned for housing, business activity, civic use, recreation, and public services.

Existing Land Use Pattern

Metaline Falls's existing land use pattern is compact and small-town in scale. Residential neighborhoods are located near the town center, civic facilities, parks, and local services. Commercial activity is limited but important, with downtown and visitor-serving uses relying on visibility, parking access, pedestrian comfort, and regional travel corridors. Public facilities, parks, and recreation assets also shape local travel patterns, particularly where residents and visitors move between downtown, the Pend Oreille River, schools, parks, and regional routes.

The existing transportation system should be evaluated based on how well it connects these land uses. In a town of this size, short trips between homes, businesses, parks, civic buildings, and recreation destinations are especially important. Small gaps in sidewalks, crossings, wayfinding, lighting, or parking clarity can have an outsized effect on access, safety, and economic activity.

Planned Land Use Pattern

The planned land use pattern maintains the Town's compact town form and directs future growth toward areas that can be served by existing or planned streets, utilities, public facilities, and emergency services. The Town's transportation system should support continued residential use near the town center, reinvestment in downtown, access to parks and recreation areas, and continued regional connections to North Pend Oreille communities.

Future land use assumptions do not anticipate large-scale urban expansion. Instead, transportation planning should focus on maintaining existing streets, addressing targeted safety and accessibility needs, supporting small-scale infill and redevelopment, improving access to downtown businesses, and connecting local destinations to regional recreation and travel corridors.

GROWTH ASSUMPTIONS

Population growth in Ione is expected to be modest over the planning period. The Transportation Element assumes that future growth will occur primarily through incremental residential development, infill, redevelopment, and reuse of existing developed areas rather than major expansion into undeveloped areas. Because projected growth is limited, the Town's transportation needs are expected to be driven more by system maintenance, safety, accessibility, downtown access, recreation travel, and targeted connections than by major new roadway capacity.

Housing Growth Assumptions

Housing growth is expected to occur through infill and small-scale development. Transportation planning supports housing by improving access between housing and daily living, such as downtown businesses and eateries, civic facilities, and regional routes.

Future housing growth will not require major roadway expansion, but even limited housing growth increases the need for safe pedestrian routes and local street maintenance. Street maintenance and safe local access should remain priorities, and transportation routes should connect housing to jobs and services.

Employment and Economic Development Assumptions

Downtown businesses depend on local access from residents and visitors. The transportation system should support economic development by improving access to downtown, maintaining freight routes, and improving visitor circulation. Scenic byway and recreation travel can also support local spending, and this can be supported by strengthening wayfinding and links between regional routes. Any economic growth in Metaline Falls will likely be small-scale, so the Town should focus on practical improvements rather than any sort of major expansion.

Summary of Planning Assumptions

Planning Assumption	Transportation Planning Direction
Growth will be modest and incremental.	Prioritize maintenance, safety, accessibility, and targeted connections over major road expansion.
The town will remain compact.	Focus improvements near downtown, neighborhoods, parks, civic uses, and daily services.
Downtown is central to economic development.	Improve stopability, parking clarity, pedestrian comfort, crossings, lighting, and wayfinding.
Regional routes shape local access.	Coordinate with WSDOT, Pend Oreille County, RTPO, and nearby communities.
Recreation and scenic travel can support the local economy.	Connect regional routes, parks, river access, trails, and downtown businesses.
Freight, utility, and service access remain necessary.	Maintain reliable routes for working lands, public works, emergency response, and businesses.
Major traffic congestion is not expected to be the primary issue.	Focus on safety, ADA, connectivity, maintenance, and grant-ready projects.
Limited local funding will constrain implementation.	Tie projects to the six-year TIP, capital facilities planning, grants, and regional partnerships.
Climate and hazard risks affect transportation reliability.	Consider wildfire, smoke, flooding, winter weather, emergency access, and evacuation needs.

INVENTORY OF EXISTING FACILITIES AND SERVICES

Street Network Inventory

Facility or Street Segment	Ownership	Functional Role	Primary Users	Planning Issue
SR 31 / SR 20 corridor	WSDOT	Regional travel, town access, visitor route, freight/service movement	Residents, visitors, freight, emergency services	Balance through-movement with downtown access, crossings, signage, and business visibility.
Main downtown street segment	Town	Local business access and civic access	Residents, visitors, pedestrians, vehicles	Improve stopability, parking clarity, crossings, and pedestrian comfort.
Residential local streets	Town	Neighborhood access	Residents, emergency services, service vehicles	Maintain pavement, drainage, snow access, and safe walking conditions.
Park and recreation access streets	Town/County/WSDOT	Access to parks, river, trail, and visitor destinations	Residents, visitors, recreation users	Improve wayfinding, parking clarity, and safe routes.
Freight/service access routes	Town/County/WSDOT	Business, utility, public works, resource, and service movement	Trucks, contractors, emergency services	Protect access while limiting conflicts with neighborhoods and pedestrian areas.

Active Transportation Facilities

Active transportation facilities include sidewalks, crossings, shared-use paths, trails, shoulders, bicycle facilities, curb ramps, and other facilities used by people walking, biking, rolling, or using mobility devices. In Metaline Falls, active transportation needs are especially important near downtown, parks, civic uses, housing areas, schools, recreation destinations, and visitor-serving areas.

Facility Type	Location	Existing Condition	Gap or Barrier	Planning Relevance
Sidewalks	Insert locations	Complete/partial/missing	Insert gap	Supports downtown access, ADA access, school/civic trips, and business activity.
Marked crossings	Insert locations	Existing/missing/needs upgrade	Insert issue	Supports pedestrian safety and downtown stopability.
Curb ramps	Insert locations	ADA-compliant/non-compliant/unknown	Insert issue	Needed for ADA transition planning.
Shoulders or shared walking areas	Insert locations	Adequate/narrow/missing	Insert issue	May serve pedestrians where sidewalks are absent.
Bicycle routes or bike parking	Insert locations	Existing/missing	Insert issue	Supports recreation users and short local trips.
Trails or informal paths	Insert locations	Existing/informal/missing	Insert issue	Connects downtown, parks, river, and recreation destinations.

ADA Accessibility Inventory

ADA accessibility is a transportation system issue because sidewalks, curb ramps, crossings, parking areas, public building approaches, and recreation access routes affect whether people with disabilities

can move through town safely and independently. A formal ADA transition plan may provide more detailed barrier identification, priorities, responsible parties, costs, and schedules.

Potential barrier types include missing curb ramps, non-compliant curb ramps, sidewalk gaps, crossing barriers, or accessible parking issues. Further analysis of existing conditions are needed to determine Town ADA barriers, but potential ways to address barriers that arise are as follows:

Barrier Type	Issue	Priority Reason	Recommended Next Step
Missing curb ramp	No accessible transition between sidewalk and street	Downtown/civic/school/park access	Add to ADA transition plan.
Non-compliant curb ramp	Slope, landing, detectable warning, or alignment issue	Safety and accessibility	Evaluate and retrofit.
Sidewalk gap	Missing accessible route	Connects housing to services	Prioritize in pedestrian project list.
Crossing barrier	Long crossing, poor visibility, missing markings, or no refuge	Safety and downtown access	Evaluate crossing treatment.
Accessible parking or path issue	Missing accessible stall or route	Business/civic/recreation access	Coordinate with property owner or public works.

Transit, Human Services Transportation, and School Transportation

Transit and human services transportation are limited in small rural communities, but they remain important for older adults, youth, people with disabilities, people without access to a vehicle, and residents traveling to medical care, employment, education, and regional services.

Service	Provider	Service Type	Area Served	User Group	Planning Issue
Demand-response or dial-a-ride, if any	Rural Resources	Reservation-based	Town and Region	Seniors, disabled residents, general public, low-income residents	Access to medical care and regional services.
School transportation	School district	School bus	Town	Students	Safe routes to stops and school facilities.

MULTIMODAL LEVEL OF SERVICE STANDARDS

Multimodal level of service standards are intended to measure whether the transportation system provides safe, reliable, and accessible movement for residents, visitors, businesses, emergency responders, freight and service providers, and people walking, biking, rolling, or using mobility devices. Because the Town is expected to experience modest growth, transportation needs are expected to be driven more by maintenance, safety, accessibility, local connectivity, downtown access, recreation travel, and emergency reliability than by major vehicle congestion.

The Town's standards prioritize safe year-round access on local streets, pedestrian and ADA connections between neighborhoods and key destinations, downtown access that supports business

activity and visitor stopability, reliable freight and service movement, coordination with WSDOT on state routes, and access to available transit or human services transportation. These standards should be used to identify existing deficiencies, evaluate development impacts, guide the six-year Transportation Improvement Program, and prioritize projects for grants and capital funding.

System Component	Adopted Multimodal LOS Standard
Local streets	Maintain safe, reliable, year-round access for residents, emergency services, public works, service vehicles, and planned land use activity.
Downtown access routes	Maintain access that supports business visibility, parking clarity, pedestrian safety, park-once circulation, and visitor wayfinding.
Pedestrian facilities	Provide safe and reasonably direct pedestrian routes on priority connections between housing, downtown, civic uses, parks, schools, parking areas, and recreation destinations.
ADA accessibility	Remove accessibility barriers over time consistent with the ADA transition plan, with priority for downtown, civic facilities, parks, crossings, and public parking areas.
Bicycle and rolling access	Support low-stress bicycle and rolling connections on priority routes linking downtown, neighborhoods, parks, river access, and recreation destinations.
Transit and human services transportation	Coordinate with providers to support access to available transportation services, safe pickup/drop-off areas, and accessible routes to stops or service points.
Freight, utility, and service access	Maintain reliable routes for trucks, contractors, utilities, public works, emergency services, and local businesses.
State-owned facilities	Coordinate with WSDOT and regional partners to monitor state route performance and address local safety, access, freight, pedestrian, recreation, and downtown needs.
Emergency access and resilience	Maintain transportation routes that support emergency response, evacuation, winter access, wildfire response, utility repair, and regional connectivity.

TEN-YEAR NEEDS FORECAST

The ten-year transportation needs forecast is based on the adopted land use pattern, modest population and housing growth assumptions, downtown economic development goals, recreation and visitor access, public facility access, freight and service needs, emergency response, and regional travel conditions. The forecast identifies the location, timing, and general type of transportation improvements needed to serve current and future demand.

The Town is expected to experience modest growth. Therefore, its needs are expected to focus on maintaining existing streets and improving pedestrian safety. Other needs include removing ADA barriers, strengthening downtown access, supporting recreation and visitor travel, maintaining freight and service routes, improving emergency access, and coordinating with WSDOT and regional partners on state-owned facilities.

The ten-year forecast should be used to identify transportation deficiencies, prepare the project list, guide the six-year Transportation Improvement Program, support grant applications, and connect transportation investments to the Town's land use, housing, economic development, parks, capital facilities, and climate resilience goals.

Need Category	Forecasted Need	Likely Timing	Basis for Need	Potential Response
Local Streets	Maintain safe, reliable, year-round access on existing streets.	Years 1–10	The existing street system will remain the backbone of local travel.	Prioritize pavement preservation, drainage fixes, snow access, and spot repairs.
Downtown Access	Improve access to downtown businesses, civic uses, parking areas, and public spaces.	Years 1–6	Downtown access supports local business activity, visitor stopability, and community services.	Add wayfinding, parking signs, crossings, lighting, sidewalk repairs, and streetscape improvements.
Pedestrian Connections	Close high-value walking gaps between neighborhoods, downtown, parks, schools, civic uses, and recreation areas.	Years 1–6	Short local trips are important in a compact town, but small gaps can create real access barriers.	Add sidewalks, shoulders, marked crossings, curb ramps, and safer pedestrian routes.
ADA Accessibility	Remove accessibility barriers in the public right-of-way over time.	Years 1–10	ADA access is needed for downtown, public facilities, parks, crossings, parking areas, and civic destinations.	Prepare or maintain an ADA Transition Plan and phase curb ramp, crossing, sidewalk, and parking access improvements.
State Route Coordination	Address safety, access, crossings, signage, and downtown visibility on state-owned facilities.	Years 1–10	State routes shape regional travel, local access, emergency movement, and visitor circulation.	Coordinate with WSDOT, Pend Oreille County, and the RTPO on corridor needs and grant opportunities.
Recreation and Visitor Access	Strengthen links between regional routes, downtown, parks, river access, trails, and visitor services.	Years 1–6	Recreation and scenic travel can support local economic development if visitors can find and access local destinations.	Add gateway signs, wayfinding, parking clarity, bike parking, and park or river access connections.
Freight and Service Access	Maintain reliable routes for trucks, contractors, utilities, public works,	Years 1–10	Small-town economic activity and public services depend on	Protect key routes, maintain pavement, review turning access, and address conflicts

	emergency services, and local businesses.		dependable service access.	through development review.
Emergency Access and Resilience	Maintain routes that support fire response, EMS, evacuation, winter access, utility repair, and regional connectivity.	Years 1–10	Wildfire, smoke, flooding, winter weather, and limited route redundancy can affect transportation reliability.	Identify priority emergency routes, coordinate with emergency providers, and prioritize maintenance on critical connections.
Parking and Event Access	Improve parking clarity and management for downtown, civic uses, parks, and events.	Years 1–6	Parking may exist but still fail if it is unclear, poorly signed, disconnected, or hard to use.	Inventory parking, add signs, improve pedestrian links from parking areas, and plan overflow parking for events.
Human Services Transportation	Support access for older adults, people with disabilities, youth, and residents without reliable vehicle access.	Years 1–10	Some residents may need help reaching medical care, shopping, services, school, and regional destinations.	Coordinate with school, tribal, county, nonprofit, medical, or regional transportation providers and improve pickup/drop-off access.

GOALS AND POLICIES

T-1. Keep citizens informed and involved in planning facility improvements and new transportation construction.

T-1.1 Preserve the structural adequacy and operational level of service of the existing road system.

T-1.2 Maintenance should remain a high priority to minimize degradation of the existing road system.

T-1.3 The Town should work with the State Department of Transportation to establish needed turn lanes on SR 31 when accident patterns are correctable, access to health care is restricted, or excessive delay is occurring.

T-2. Carry out the goals of the Land Use Element and preserve and improve existing transportation facilities.

T-2.1 Prioritize and program subsurface improvements to minimize seasonal road restrictions or closures.

A. Pursue the restriction/elimination of access points as opportunities arise to maintain the capacity of existing arterials, through the provision of internal access among off-street parking areas in commercial districts; the use of intersecting street as access points; and internal design of subdivisions.

B. Establish a Concurrency Management System to help ensure that transportation improvements, strategies and actions needed to support new development and to achieve transportation level of service standards will be in place in time to support the developments causing such needs.
C. Use sound, environmentally responsible design principles in road construction and location.
D. Design roads to minimize impacts on hydrologic systems, including surface and groundwater.

T-2.2 The Town should use a 10-year multimodal transportation forecast, based on land use assumptions, to guide transportation planning and support multimodal level of service standards.

A. Focus roadway improvements on projects that minimize inefficient routing and lower travel times.
B. Establish a minimum level of adequate accessibility for emergency services to residents of the town, and review proposed developments and transportation projects, for their impact on emergency services.
C. Explore opportunities for separated pedestrian/bicycle paths to enhance enjoyment of natural/scenic areas in a safe manner.
D. Review natural scenic areas, for available rights-of-way and joint development opportunities to provide separated non-motorized pathways.
E. Identify and protect future road corridors to serve planned developments.
F. Facilitate construction of roads to serve developing areas, do this in part by requiring the dedication of roadway rights-of-way in both the planning and platting process.

T-2.3 Coordinate transportation planning among the Town, County, and State to identify state and local system needs and equitably meet current and future demand.

A. Require traffic impact studies from large scale developments to determine the need for additional or improved roads or for traffic signals at major intersections. Look for opportunities to re-use impact studies and to combine impacts of multiple small developments for subarea analysis.
B. Size and design roadways in accordance with functional classification and twenty year traffic demand.
C. Improve the safety and capacity of roadways, while retaining aesthetic features on tourist routes by establishing procedures to assure that roadway projects are reviewed for their aesthetics.
D. Establish land use policies, regulations, and designs that help reduce the need for automobile travel and coordinate land use decisions with existing and planned public transportation services.
E. Promote and plan for convenient pedestrian/bicycle access between and among developed and developing areas.
F. Establish design standards for and provide widened shoulders where possible to accommodate pedestrians and bicycles on existing roadways as appropriate, with a preference for physical separation between motorized and non-motorized traffic.

G. Schedule all transportation projects through the Capital Facilities Plan where they will be reviewed with other planned/needed improvements, such as water or sewer lines.
H. Schedule transportation projects at times when town workers will not be occupied with unrelated capital improvement projects.

T-3. Build transportation facilities concurrently with new land development.

T-4. Support future public transportation.

T-5. Consider cost-effectiveness, safety, and environmental impacts when planning new transportation projects.

T-6. Establish a safe non-motorized circulation system throughout the Town.

T-6.1 Roadway projects should include non-motorized and pedestrian features, where appropriate, to support adopted multimodal level of service standards and help achieve equitable transportation access.

T-6.2 The Town should maintain an ADA transition plan that identifies barriers, prioritizes needed improvements, and assigns responsibility for improving transportation accessibility.

T-7. Ensure consistency between transportation improvements and the Capital Facilities Plan.

T-7.1 The Town should evaluate future transportation needs against probable funding sources and prioritize projects that are financially feasible.

T-7.2 The Town should identify additional funding sources or reassess land use assumptions when probable transportation funding is insufficient to meet identified needs.

T-8. Encourage walking, biking, and other nonmotorized travel to increase physical activity and reduce vehicle use.

T-9. Pursue, where possible, all avenues to maintain and support the railroad line in Metaline Falls.

PUBLIC FACILITIES AND SERVICES (CAPITAL FACILITIES AND UTILITIES)

INTRODUCTION

ROLE OF PUBLIC FACILITIES AND SERVICES IN THE COMPREHENSIVE PLAN

Public facilities and services form the backbone of Metaline Falls's Comprehensive Plan because they determine whether planned growth can actually be served. Streets, water, sewer, stormwater, parks, public buildings, emergency services, and other community facilities support daily life, protect public health and safety, and shape where future development can reasonably occur. The Capital Facilities Element connects the Town's land use vision with the practical realities of infrastructure capacity, maintenance needs, available funding, and long-term service responsibilities. It also helps Metaline Falls prioritize limited resources by identifying existing deficiencies, future needs, and capital projects that are realistic for a small town to pursue. By connecting public investments to the Land Use, Housing, Transportation, Utilities, and Parks elements, this element helps the Town make growth decisions that are fiscally responsible, coordinated, and grounded in the facilities and services needed to support the community.

PLANNING CONTEXT FOR METALINE FALLS

The Town's planning context is shaped by its small population, rural setting, limited municipal staffing and revenue base, aging infrastructure, and reliance on coordination with Pend Oreille County, special districts, state agencies, and regional service providers. Future capital facility planning should be scaled to modest growth, maintenance of existing assets, and targeted improvements rather than large expansion projects. For Metaline Falls, the Capital Facilities Element should focus on protecting basic service reliability, correcting known deficiencies, planning for replacement and maintenance costs, supporting realistic land use and housing assumptions, and identifying partnerships that can help the Town stretch limited local resources.

GMA REQUIREMENTS FOR PUBLIC FACILITIES AND SERVICES

Under the Growth Management Act, Metaline Falls's Public Facilities and Services chapter must show that planned growth can be supported by the facilities and services needed to serve the community. This chapter must include an inventory of existing capital facilities owned by public entities, including green infrastructure, and should identify the location and capacity of those facilities where information is available. It must also forecast future facility needs, identify the proposed locations and capacities of new or expanded facilities, and include at least a six-year financing plan that identifies the public funding sources expected to pay for those improvements. Parks and recreation facilities must also be addressed as part of this chapter. For Metaline Falls, public facilities and services may include water, sanitary sewer, stormwater, streets, sidewalks, parks, trails, public buildings, schools, fire protection, law enforcement, emergency services, solid waste, recycling, and other public services that support daily life and future development. Where facilities are owned or operated by another agency, district, or service provider, the Town should rely on available plans and coordination with those providers.

RELATIONSHIP TO PEND OREILLE COUNTY AND REGIONAL PROVIDERS

Metaline Falls's public facilities and utilities are part of a broader regional service network that includes Pend Oreille County, nearby towns, special districts, private utility providers, state agencies, and other regional partners. As a small town, Metaline Falls relies on these partners for services and systems that extend beyond municipal boundaries, including transportation connections, emergency management, public safety coordination, solid waste planning, public health, electricity, telecommunications, broadband, schools, and medical services. Continued coordination is needed so local investments line up with countywide and regional plans, support reliable service, avoid duplication, and help the Town pursue shared funding opportunities. This is especially important where infrastructure decisions affect more than one jurisdiction, such as road improvements, emergency access, wildfire response, broadband expansion, and utility upgrades. By working closely with Pend Oreille County and regional providers, Metaline Falls can better protect public health and safety, maintain existing infrastructure, and plan future improvements in a realistic and financially responsible way.

EXISTING CAPITAL FACILITIES AND UTILITIES INVENTORY

Facility or Utility	Provider / Owner	Planning-Level Inventory
Town administration	Town of Metaline Falls	Town Hall and basic municipal administration serve as the Town's local government facilities.
Streets and local rights-of-way	Town of Metaline Falls / WSDOT / Pend Oreille County	Local streets serve in-town circulation, while SR 31 is the main regional connection through the north Pend Oreille corridor. WSDOT right-of-way records identify SR 31 segments between Ione and Metaline Falls, including Ione to Metaline Falls.
Water service	Pend Oreille PUD and/or	Pend Oreille PUD provides electric, water, and wholesale broadband services countywide and operates nine community water systems. The PUD's 2026 water policy says water

	local system, to be confirmed	accounts for community water systems are generally in the property owner's name.
Sanitary sewer	Town of Metaline Falls	Metaline Falls operates a municipal wastewater system with year-round treated municipal wastewater discharge regulated under Ecology-issued NPDES permits. Ecology's Pend Oreille temperature study identifies Newport, Ione, Metaline, and Metaline Falls as towns with year-round treated municipal wastewater discharges to the Pend Oreille system.
Sewer planning / improvements	Town of Metaline Falls / Pend Oreille County / Ecology	The Town provides sewer service. The State Auditor's Office lists sewer among the services provided by the Town.
Stormwater and drainage	Town of Metaline Falls / WSDOT where applicable	Stormwater appears to be handled through local drainage infrastructure, roadside conveyance, and natural drainage patterns rather than a large, separate municipal stormwater utility.
Electricity	Pend Oreille PUD	Pend Oreille PUD provides electric service and operates an electric system as one of its primary systems.
Broadband / telecommunications	Pend Oreille PUD and private providers	Pend Oreille PUD provides wholesale broadband service through its Community Network System. Customer-facing providers may vary by address.
Solid waste and recycling	Pend Oreille County / private haulers, to be confirmed	Pend Oreille County operates a Solid Waste Division with transfer stations and recycling for paper, cardboard, and metal.
Fire protection and emergency medical response	Pend Oreille County Fire District 2	Fire District 2 serves North County, Ione, Metaline, and Metaline Falls.
Law enforcement	Pend Oreille County Sheriff's Office	Law enforcement service is provided through the Pend Oreille County Sheriff's Office. County dispatch serves the Sheriff's Office and the towns of Usk, Cusick, Ione, Metaline, and Metaline Falls.
Emergency dispatch / 911	Pend Oreille County Dispatch	County dispatch answers fire and emergency medical calls for five fire districts and works with the Sheriff's Office, Washington State Patrol, Kalispel Tribal Police, Kalispel Fire Department, U.S. Border Patrol, U.S. Forest Service, and DNR.

Schools	Selkirk School District	Selkirk School District serves the north county area from facilities at 219 Park Street in Metaline Falls.
Library	Pend Oreille County Library District	The Metaline Community Library is located in the Cutter Theatre building at 302 Park Street in Metaline Falls.
Public health	Northeast Tri County Health District / Pend Oreille County	The County Comprehensive Plan says the Northeast Tri County Health District should continue monitoring sanitary sewer systems, private wells, and community water systems for compliance with federal, state, and local standards.
Regional utility coordination	Pend Oreille County / PUD / special districts / towns	Pend Oreille County's Comprehensive Plan says utility planning should include electricity, water, sewer, solid waste, telephone, telecommunications, natural gas, cable, internet, and other community utilities, and that affected jurisdictions and service providers should be consulted to confirm provider responsibility, service availability, and timing.

LEVEL OF SERVICE STANDARDS

Level of service standards help Metaline Falls connect future growth with the public facilities and utilities needed to serve that growth. For a small town like Metaline Falls, these standards should be practical, easy to monitor, and tied to the Town's actual service responsibilities. The Town should use basic planning-level standards to confirm that streets, water, sewer, stormwater, public safety, and other essential services can continue to support residents, businesses, and visitors as conditions change over time.

For capital facilities and utilities, Metaline Falls's level of service standards should focus on maintaining safe, reliable, and financially sustainable service rather than expanding systems beyond what the Town can support.

Facility / Utility	Existing Level of Service	Proposed Level of Service Standard
Town administrative facilities	Town administrative services are provided through existing municipal facilities. Facility condition, ADA accessibility, space needs, and long-term maintenance needs should be confirmed by the Town.	The Town should maintain administrative facilities that are safe, accessible, functional for day-to-day operations, and adequate for public meetings, records, permitting, and local government services.
Local streets	Local streets provide access to homes, businesses, public facilities, and regional routes. Street conditions vary and should be reviewed periodically through local observation and maintenance records.	Local streets should be maintained in a safe and passable condition for residents, emergency vehicles, snow removal, utility access, pedestrians, and bicyclists where appropriate.

State highway access	Metaline Falls is connected to the regional transportation system through state highway access and nearby county roads. These routes are outside the Town's full control and require coordination with WSDOT and Pend Oreille County.	The Town should coordinate with WSDOT and Pend Oreille County to maintain safe regional access, address known safety issues, and support improvements that serve local mobility, emergency access, and freight or service needs.
Pedestrian facilities	Sidewalks, shoulders, crossings, and pedestrian routes are limited and may not provide a complete connected network. Existing conditions should be verified through field review.	The Town should improve pedestrian safety over time by maintaining existing walkways, addressing gaps near public facilities and community destinations, and including ADA accessibility in future street or frontage improvements.
Water system	Water service is provided through existing water infrastructure serving the community. Capacity, source, storage, pressure, fire flow, and system condition should be confirmed with the Town and provider records.	The water system should provide safe and reliable drinking water, maintain compliance with applicable state and federal standards, support existing and planned development, and address known deficiencies through capital planning.
Sanitary sewer system	Metaline Falls is served by a municipal sewer system. Existing treatment, collection, discharge, infiltration and inflow, and capacity conditions should be confirmed through the Town's sewer planning documents and Ecology permit records.	The sewer system should maintain regulatory compliance, protect public health and water quality, provide capacity for existing and planned development, and prioritize repair or replacement of aging or deficient infrastructure.
Stormwater and drainage	Stormwater is likely managed through a combination of roadside drainage, culverts, natural drainage patterns, and localized infrastructure. Known drainage issues should be confirmed by the Town.	Drainage facilities should reduce localized flooding, protect streets and private property, limit erosion, and protect water quality. New development should manage runoff in a way that does not create downstream impacts.
Parks and recreation facilities	Parks, open spaces, and recreation access are available locally or nearby, but the level of service should be coordinated with the Town's parks planning and regional recreation assets.	Parks and recreation facilities should be maintained in safe and usable condition, with improvements focused on realistic maintenance, accessibility, community gathering, and connections to nearby regional recreation opportunities.
Fire protection	Fire protection is provided through a regional fire district serving Metaline Falls and nearby communities. Response	The Town should coordinate with the fire district to support emergency access, fire flow planning, wildfire preparedness, and

	times, staffing, equipment, and station needs are determined by the fire district.	review of development proposals that may affect emergency response.
Emergency medical services	Emergency medical response is provided regionally. Service levels depend on regional staffing, dispatch, travel distance, and mutual aid.	The Town should support reliable emergency medical access through street maintenance, address visibility, emergency coordination, and development review that considers access for emergency vehicles.
Law enforcement	Law enforcement is provided by the Pend Oreille County Sheriff's Office. Service levels are determined at the county level.	The Town should coordinate with the Sheriff's Office on public safety needs, emergency planning, nuisance issues, traffic concerns, and community policing priorities as needed.
Emergency management	Emergency management is coordinated regionally through Pend Oreille County and other response partners. Metaline Falls's risks include severe weather, wildfire, flooding, power outages, and transportation disruptions.	The Town should coordinate with Pend Oreille County on emergency preparedness, evacuation routes, communication systems, wildfire readiness, and continuity of operations for essential services.
Solid waste and recycling	Solid waste and recycling services are provided through county, regional, or private systems. Collection details and transfer station use should be confirmed locally.	Solid waste services should remain available and reliable for residents and businesses, with continued coordination on recycling, transfer station access, illegal dumping, and long-term county solid waste planning.
Electricity	Electricity is provided by a regional utility provider. Service reliability, capacity, and system upgrades are determined by the provider.	Electric service should remain reliable for existing and planned development. The Town should coordinate with the provider on system upgrades, outage resilience, new development, and critical facility needs.
Broadband and telecommunications	Broadband, internet, phone, and telecommunications services are provided by regional and private providers. Service quality may vary by location and provider.	The Town should support expanded and reliable broadband and telecommunications service, especially for home-based work, education, emergency communication, economic development, and access to online services.
Schools	Public school service is provided regionally through the school district.	The Town should coordinate with the school district on growth, transportation safety, pedestrian access, emergency

	School capacity, enrollment, and facility planning are handled by the district.	planning, and any future facility needs affecting Metaline Falls residents.
Library service	Library service is provided regionally, with nearby access serving Metaline Falls residents.	Library service should remain accessible to Metaline Falls residents through regional coordination, with attention to transportation access, digital resources, youth services, and community programming.
Public health	Public health services are provided regionally through county and district-level agencies.	The Town should coordinate with public health partners on drinking water, wastewater, emergency response, environmental health, communicable disease response, and community health needs.
General capital facilities planning	Existing facilities are maintained through a mix of local funding, regional provider investment, grants, and state or federal programs. Small-town capacity limits affect the pace of improvements.	Capital improvements should be financially realistic, tied to documented needs, coordinated with regional providers, and prioritized around public health, safety, regulatory compliance, infrastructure preservation, and grant readiness.

CAPITAL FACILITIES PROJECT LIST

SIX-YEAR CAPITAL IMPROVEMENT PROGRAM

Metaline Falls's six-year Capital Improvement Program focuses on maintaining essential infrastructure, correcting known deficiencies, and positioning the Town for outside funding. The Town's highest priority should be sewer system improvements, water system reliability, local street preservation, drainage repair, and emergency preparedness. Because Metaline Falls has limited local revenue capacity, most major projects will require grants, low-interest loans, regional coordination, or phased construction. The CIP should be reviewed each year during the budget process and updated as engineering studies, provider plans, grant awards, and Town priorities change. Projects that protect public health, maintain regulatory compliance, preserve existing infrastructure, or improve emergency access should be given priority over discretionary expansions.

Year	Near-Term Focus	Estimated Local Emphasis
2026	Confirm facility inventory, begin sewer improvements, review water system needs, identify street and drainage problem areas, and set up an annual CIP tracking table.	Planning, grant administration, sewer match, and urgent repairs.

2027	Continue sewer work, complete water condition review, start priority water repairs, and begin small street, drainage, and ADA spot improvements.	Utility repairs and basic preservation.
2028	Finish or continue sewer improvements, begin phased water and drainage projects, and pair pedestrian safety work with street maintenance.	Construction-heavy year, depending on grants.
2029	Continue phased street preservation, culvert repair, hydrant or valve upgrades, and emergency preparedness improvements.	Maintenance and resilience.
2030	Address second-tier utility and street projects after the highest-risk deficiencies are handled.	Replacement of aging assets as funding allows.
2031	Refresh the capital facilities inventory, update cost estimates, and prepare the next six-year CIP.	Plan update, grant readiness, and carry-forward projects.

FUNDING STRATEGIES

Funding Strategy	Best Fit for Metaline Falls	Eligible Facility Types	How Metaline Falls Should Use It	Notes
Public Works Board funding	Major infrastructure planning, design, emergency repairs, and construction	Streets, roads, wastewater, stormwater, drinking water, and other public works	Use for high-priority infrastructure projects that are too large for the Town's annual budget, especially sewer, water, drainage, and street preservation projects.	The Washington Public Works Board provides loans and grants for local infrastructure, including roads, wastewater, stormwater, and drinking water. Recent awards include construction, planning/design, and emergency repair funding.
Ecology Water Quality Combined Funding Program	Sewer system upgrades and water quality improvements	Wastewater treatment, sewer collection, nonpoint source pollution control, stormwater, and green infrastructure	Use for sewer improvements, infiltration and inflow reduction, treatment upgrades, and projects that protect the Pend Oreille	Ecology's program combines state and federal grants and loans for projects that improve and protect water quality. The Clean Water State Revolving Fund can include low-interest

			River or local water quality.	loans and forgivable principal.
Department of Health Drinking Water State Revolving Fund	Drinking water system improvements	Water source, treatment, storage, distribution, pressure, meters, valves, and other drinking water infrastructure	Use if the Town or water provider identifies water system deficiencies, compliance needs, storage issues, pressure problems, or aging water infrastructure.	The DWSRF provides funding to drinking water systems for infrastructure improvements and is funded with federal and state money.
USDA Rural Development Water and Waste Disposal Program	Large rural utility projects	Drinking water, sanitary sewer, solid waste disposal, and stormwater drainage	Use for major water, sewer, or drainage projects where the Town needs a mix of grant and low-interest loan funding.	USDA's program funds clean drinking water systems, sanitary sewage disposal, sanitary solid waste disposal, and stormwater drainage in eligible rural areas.
Transportation Improvement Board Small City Programs	Street preservation and small-town transportation projects	Pavement, sidewalks, active transportation, street maintenance, and arterial improvements	Use for chip seal, overlay, sidewalk maintenance, small city street repairs, and targeted pedestrian improvements.	TIB funds transportation projects for Washington cities and urban counties. Its Small City Preservation Program funds chip seal, overlay, and sidewalk maintenance in incorporated cities and towns under 5,000 population.
State and federal hazard mitigation funding	Emergency preparedness and resilience projects	Backup power, wildfire preparedness, flood risk reduction, drainage, emergency communications, and critical facilities	Use for projects that reduce risk from wildfire, severe weather, flooding, power outages, and emergency access issues.	Best used when projects are tied to an adopted hazard mitigation plan, documented risk, or a critical facility need.
State capital budget requests	Discrete community	Town facilities, parks, public buildings,	Use selectively for projects with clear	This works best when the Town has a

	facilities and infrastructure projects	community gathering spaces, utility improvements, and small public works projects	community benefit and a realistic cost estimate, especially where grant programs are not a clean fit.	scoped project, cost estimate, local support, and legislative sponsorship.
Real Estate Excise Tax	Local match and capital project support	Streets, parks, public buildings, utility capital projects, and other eligible capital facilities	Use as a flexible local match source for grants, engineering, design, and small capital improvements.	REET revenue is usually limited in a small town, so it should be reserved for match, planning, and priority repairs rather than relied on as the main funding source.
Utility rates and system reserves	Ongoing water and sewer repair, replacement, and debt repayment	Water and sewer systems	Use rate revenue to support operations, maintenance, reserves, grant match, and loan repayment for utility projects.	Metaline Falls should avoid underpricing utilities so badly that the Town can't maintain basic infrastructure. Any rate changes should be phased and tied to a clear capital need.
General fund and street fund	Small repairs and routine maintenance	Town buildings, streets, signs, drainage, administration, and minor capital purchases	Use for small repairs, local match, and annual maintenance work that does not justify a standalone grant application.	These funds should cover the basics, but they won't carry major sewer, water, or street projects on their own.
County partnership funding	Shared regional needs and pass-through grant opportunities	Sewer, roads, emergency management, solid waste, planning, broadband, and public safety	Coordinate with Pend Oreille County where projects support countywide systems, regional service delivery, or shared infrastructure priorities.	This is especially useful for small towns that need administrative capacity, grant support, or regional coordination.
Provider-funded improvements	Systems owned or operated by	Electricity, broadband, telecommunications,	Work with providers to identify planned	Metaline Falls should not list provider-owned

	regional providers	schools, fire protection, library service, and regional utilities	improvements, service gaps, and projects that should be funded through provider capital budgets rather than Town funds.	systems as Town obligations unless there is a clear agreement or local funding role.
Developer contributions and frontage improvements	Growth-related improvements	Streets, sidewalks, drainage, water, sewer, and access improvements	Require new development to address direct impacts where legally supported, such as utility connections, frontage improvements, drainage controls, and access improvements.	This will likely be a minor funding source because Metaline Falls's growth is limited, but the standard should still exist so the Town is not left paying for private development impacts.
Grants for broadband and digital access	Broadband reliability and service expansion	Broadband, telecommunications, public Wi-Fi, emergency communications, and digital access	Coordinate with Pend Oreille PUD, private providers, and the County rather than trying to build a Town-owned broadband system from scratch.	Metaline Falls's role should usually be coordination, support letters, permitting, and local needs documentation.

GOALS AND POLICIES

ESSENTIAL PUBLIC FACILITIES

EPF-1. Develop criteria for the appropriate siting of essential public facilities.

EPF-1.1 When siting essential public facilities, the following procedures should apply:

1. Siting of all proposed public facilities will require early and extensive public participation.
2. An Environmental Impact Statement and an Economic Impact Assessment will be required for the siting of major public facilities.
3. Once all impacts have been assessed and the public has been sufficiently notified and their concerns addressed, the legislative bodies of the Towns, County, and Kalispel Indian Tribe will reach a determination through consensus.

EPF-1.2 The combined use of major utilities and transportation corridors should be encouraged.

EPF-1.3 Public facilities should be sited in coordination with the County's economic development strategy.

EPF-1.4 Public facilities should not be located outside urban growth areas unless they are self-contained and do not require the extension of urban services.

EPF-1.5 The siting and expansion of essential public facilities should be consistent with the Comprehensive Plan.

EPF-1.6 Essential public facilities should be sited equitably so that no single community absorbs an inequitable share of their impacts.

EPF-1.7 The siting of essential public facilities should consider environmental equity and environmental, economic, technical, and service area factors.

CAPITAL FACILITIES AND UTILITIES

CFU-1. Assist in correcting existing system deficiencies.

CFU-1.1 The Town should identify and forecast future capital facility needs to ensure public facilities are provided in step with growth and community needs.

CFU-1.2 The Town should identify where new or expanded capital facilities will be located and the level of capacity they will provide.

CFU-1.3 The Town should identify all public entities, including special purpose districts, that have capital facilities.

CFU-2. Carry out the goals and reflect the needs of the Comprehensive Plan, Housing Element, and urban growth area.

CFU-2.1 Projects required to carry out the Comprehensive Plan should be included in the Capital Facilities Plan.

CFU-2.2 Projects inconsistent with the Comprehensive Plan should be included in the Capital Facilities Plan only after the Comprehensive Plan has been amended and consistency achieved.

CFU-3. Ensure new facilities needed to accommodate growth are provided concurrently with demand and supported by adequate financing.

CFU-3.3 Capital needs created by new development proposals shall be evaluated for consistency with the CFP. Development proposals shall be allowed to proceed only after finding that adequate public facilities can be made available prior to occupancy.

CFU-3.2 The Metaline Falls Development Code should include concurrency management procedures to evaluate specific development proposals. The town can use these procedures to determine whether a proposed development will result in violation of an adopted level of service standard prior to development approval.

CFU-3.3 If probable funding for capital improvements falls short of meeting existing needs as documented in the Capital Facilities Plan and the capital budget, Metaline Falls will formally reassess the land use element and Urban Growth Area boundaries of this plan. If adequate funding for expected capital needs cannot be found, the land use plans and Urban Growth Area boundaries will be amended to be consistent with the available financing as required by the GMA.

CFU-4. Inform citizens of the financial requirements for needed improvements.

CFU-5. Schedule capital expenditures for all infrastructure systems in a comprehensive manner.

CFU-5.1 The Capital Facilities Plan should be updated annually before the Town budget process, reviewed by the Town Council as part of the budget process, and subject to appropriate public hearings.

CFU-5.2 This plan element and the Capital Facilities Plan should be comprehensively updated every five years using revised population and growth projections based on the best available information.

CFU-5.3 Town staff shall participate in the annual and five-year reviews of the six-year Capital Facilities Plan, and all changes to the plan and capital budget shall be reviewed by Town staff.

CFU-5.4 The Mayor or designee should maintain the Capital Facilities Plan project list in cooperation with other Town staff, and the Town Clerk/Treasurer should maintain and update financial information and the financing plan.

CFU-5.5 Projects should be funded only when incorporated into the Town budget as adopted by the Town Council.

CFU-5.6 As projects are added to the Capital Facilities Plan, the Town should review the timing of other projects to ensure the availability of financing and other resources.

CFU- 5.7 The Town should review proposed capital expenditures for consistency with the Comprehensive Plan before adoption of the annual budget.