

2017-2021 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

Lewis-Clark Valley Metropolitan Planning Organization



Public Comment Period – July 1, 2016 through July 31, 2016
Recommended Approval by MPO TAC: August 31, 2016
Adopted by the Policy Board: September 14, 2016

**LEWIS-CLARK VALLEY MPO POLICY BOARD MEMBERSHIP
(September, 2016)**

City of Asotin, Washington

Mervin Schneider

City of Clarkston, Washington

Monica Lawrence

City of Lewiston, Idaho

Jim Kleeburg, Michael Collins, Joel Plaskon

Asotin County, Washington

Brian Shinn, Dustin Johnson

Nez Perce County, Idaho

Bob Tippett

EX-OFFICIO MEMBERSHIP

Port of Lewiston, Idaho

Port of Clarkston, Washington

Lewiston-Nez Perce County Regional Airport Authority

Lewiston Transit

Asotin County PTBA

Nez Perce Tribe

Washington State Department of Transportation

Idaho Transportation Department

Palouse RTPO

TABLE OF CONTENTS

TABLE OF CONTENTS.....	1
LIST OF TABLES.....	1
LEWIS-CLARK VALLEY METROPOLITAN PLANNING ORGANIZATION	3
INTRODUCTION.....	4
DEVELOPMENT OF THE TRANSPORTATION IMPROVEMENT PROGRAM.....	4
REGIONAL TRANSPORTATION PLAN GOALS/OBJECTIVES AND POLICIES	5
AIR QUALITY CERTIFICATION STATEMENT.....	6
FINANCIAL PLAN.....	7
State and Federal Funding Categories	7
Local Funding Categories	9
Transit Funding Sources	12
FY2017 - FY2021 PROJECT LIST	14
APPENDIX A: Self Certifications	21
APPENDIX B: Public Participation	25

LIST OF TABLES

Table 1 Local Agency Revenue.....	11
Table 2: Local Agency Revenues for Transportation.....	12
Table 3: Transit Agency Revenues	13
Table 4: Project List.....	14



LEWIS-CLARK VALLEY METROPOLITAN PLANNING ORGANIZATION

The Lewis-Clark Valley Metropolitan Planning Organization (LCVMPO) is the state certified Metropolitan Planning Organization for the Lewis-Clark Valley. The metropolitan area is comprised of the cities of Asotin and Clarkston, Washington, Asotin County, Washington, the city of Lewiston, Idaho, and Nez Perce County, Idaho. A memorandum of understanding (MOU) between its member agencies and the states of Idaho and Washington, defines the responsibilities for cooperatively carrying out transportation planning and programming in the metropolitan area. Planning activities of the LCVMPO are defined in the Unified Planning Work Program (UPWP).

The Lewis-Clark Valley Metropolitan Planning Organization is overseen by a Policy Board (PB) who are locally elected appointed officials and/or appointed persons to provide leadership for regional transportation planning. The PB is supported by the MPO- Technical Advisory Committee (MPO-TAC) which is comprised of professionals who deal with transportation issues for their public agency whether it is for a city, county, transit agency, tribe, port, airport, multi-modal interest, or state. The metropolitan planning organization provides staff support to both the PB and MPO-TAC in fulfilling all federal regulations governing MPOs as found in 23 CFR 450.

The primary method for accomplishing the mission of LCVMPO is by using a continuous, cooperative, and comprehensive (the 3C's) planning process that results in regional multi-modal transportation plans and programs that anticipate the social, economic, and environmental needs of the metropolitan area. Some of the required federal products of this process are the Long-Range Transportation Plan – LRTP (23 CFR 450.322), the Transportation Improvement Program – TIP (23 CFR 450.324), and the Unified Planning Work Program – UPWP (23 CFR 450.308).

LCVMPO also uses the 3C method when working with the Palouse – Regional Transportation Planning Organization (P-RTPO), a Washington State recognized organization that performs regional transportation planning in rural areas. P-RTPO is an Ex-officio member of the Policy Board and a member of the MPO-Technical Advisory Committee.

INTRODUCTION

In 2003, The Lewis-Clark Valley Metropolitan Planning Organization (LCVMPO) was designated as an official MPO. The LCVMPO is a bi-state MPO that includes the City of Lewiston, ID, the Cities of Clarkston and Asotin, WA, as well as portions of Nez Perce County, Idaho, and Asotin County, Washington.

The 2017-2021 Transportation Improvement Program (TIP) is the culmination of various transportation planning activities undertaken by the MPO as well as individual jurisdictions in the metropolitan area, including ITD, WSDOT, Lewiston Transit and the Asotin County Public Transportation Benefit Area (PTBA). The 2017-2021 TIP fulfills state and federal requirements for having coordinated and reviewed prospective transportation projects for consistency with local and regional goals and finds the projects within this document to be beneficial to the growth and livelihood of the metropolitan area. Adoption and approval of this program permits the individual projects to compete for federal and state funding. Projects with secured funding are sent to either WSDOT for inclusion into the State Transportation Improvement Program (STIP) in Washington or ITD for inclusion into the Idaho Transportation Improvement Program (ITIP) in Idaho, allowing for the obligation of these secured funds to move forward.

All projects using federal funds are required to be in both the Metropolitan-TIP and State TIP. Furthermore, any project that is considered regionally significant is required to be in both TIPs, even if it is not receiving any federal funds. SAFETEA-LU requires MPOs to consider eight (8) planning factors (23CFR450.306(a)) in their consideration of projects.

DEVELOPMENT OF THE TRANSPORTATION IMPROVEMENT PROGRAM

The Lewis-Clark Valley Metropolitan Planning Organization is required to complete a Metropolitan Transportation Improvement Program (TIP) that complies with 23CFR450.324. During TIP development, the MPO consults with local and state officials, transit agencies, and other agencies which have responsibilities for transportation activities. Public input is afforded at the LCVMPO level with open public meetings of the monthly Policy Board and MPO-TAC meetings during the citizen comment period. A public notice will be placed in the local newspaper explaining when meetings are and how to provide public comment.

Modifications to this TIP may be made prior to the adoption of the 2017-2021 TIP. The process with which an amendment can be done is as follows:

Minor Modifications – Moving a project within the five years of the TIP, changes to federal funding sources, changes between phases of a project, reduction of funds to a project, adjustments to awards, and minor typographical errors may be made by the MPO Director, with notification to the MPO Policy Board at the next regularly scheduled meeting.

Administrative Modifications – Increases to a project’s total programmed amount up to and including \$25,000 or 33% of the total project, adding a prior or future phase of a project not previously authorized, and minor changes in error such as improvement type, project limits, functional classification, typographical errors, transposed numbers, etc. may be made by the Policy Board at their regularly scheduled meetings.

MTIP Amendments – Adding a project, deleting a project, increases to a project’s total programmed amount of more than 33% of the total project or an amount greater than \$25,000, and the addition of federal funds to a project that does not have federal funds listed must be advertised and a public comment period afforded of at least 14 days prior to the Policy Board’s decision of the amendment.

REGIONAL TRANSPORTATION PLAN GOALS/OBJECTIVES AND POLICIES

On September 17, 2013 the MPO Policy board approved Valley Destinations 2040, which is the most current update of the LRTP.

Goals:

The Goals identified here reflect conformance with Moving Ahead for Progress in the 21st Century (MAP-21) planning factors and performance measures. Based on the public Participation done in the Long Range Transportation Plan (LRTP) Update, each goal was weighted to reflect the community’s level of importance to the region. The 7 goals and associated objectives were developed to be consistent with the 8 planning factors, to guide LCVMPPO in implementing the plan at the regional level.

- 1) Maintain the Existing Transportation System
 - Maintain and repair existing roads, bridges, sidewalks, and/or multi-use trails to good condition.
 - Increase access to additional modes by replacing and retrofitting transportation in the existing system to allow for a wide range of transportation options.
- 2) Support Economic Vitality
 - Facilitate the movement of goods and freight to commercial and industrial centers.
 - Support new and existing commercial and industrial development by ensuring access by multiple transportation modes.
 - Provide attractive and convenient transportation facilities that attract and retain business, young professionals, families and older adults.
- 3) Promote Consistency Between Land Use and Transportation Plans to Enhance Mobility and Accessibility.
 - Provide a transportation network which supports existing and future high trip destination areas including city centers, and corridors.
 - Develop projects to catalyze centers including infill and redevelopment areas.
- 4) Provide Safe and Secure Transportation.
 - Support transportation programs and design improvements which reduce crashes and improve safety of all modes. One of the eight planning factors of the current federal transportation law MAP-21 is insuring the safety of travelers. Improving roadways

and intersections that experience a high number of crashes or locations with high crash rates have the greatest potential in reducing crashes.

- Facilitate the rapid movement of first responders and support incident management during times of emergency.
- 5) Improve the Efficiency, Performance and Connectivity of a Balanced Transportation System.
- Minimize travel times by methods, such as providing direct routes between destinations, providing additional mixed-use development capacity, use of intelligent transportations systems and transportation demand management tools, and/or providing information to the public to allow informed transportation decisions.
 - Promote Complete Streets concepts so that streets are planned, designed, and operated to maximize safe access for all users including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.
- 6) Maximize the Cost Effectiveness of Transportation.
- Plan for a transportation system that is affordable, sustainable, and makes the best use of public financial resources.
- 7) Protect the Environment and Conserve Resources
- Reduce fossil fuel consumption by minimizing travel time and providing access to alternative modes.
 - Minimize vehicle miles of travel by promoting a variety of transportation choices.
 - Minimize impact to natural environments by taking opportunities to couple transportation projects with protections and enhancement of environmental resources.

AIR QUALITY CERTIFICATION STATEMENT

No part of the Lewis-Clark Valley is in non-attainment status for any air quality pollutants.

FINANCIAL PLAN

SAFETEA-LU followed by MAP-21 and presently, the FAST Act, requires that regional transportation plans be fiscally constrained and that the project listing found within it is actually reasonably fundable with foreseeable transportation funding over the life of the plan document. In order to use the LRTP as a goal and future vision document, the MTIP becomes the staging area for projects to be funded and constructed to implement the LRTP. Starting with ISTEA and continued in MAP-21 and the FAST Act, legislation requires that projects identified in the Long Range Transportation Plan for the MPO must be developed with financial constraint; the proposed projects and their costs must be reasonably foreseeable for project funding.

In general, there are two major funding sources available for transportation to the Lewis-Clark Valley MPO: State and Federal funds and Local funds. The State and Federal funds include non-discretionary funds for specific purposes and discretionary funds for improvements identified in the LRTP planning process. Local funds provide operations and maintenance of the transportation system and provide a local match for State and Federal funds.

State and Federal Funding Categories

There are a number of distinct funding categories that will finance transportation in the Lewis-Clark Valley. Each of these larger categories have sub components that make up the entire financial picture for the category. The funding categories are outlined below. These funding categories have variable local match rates.

Non-Discretionary Funds

- **The National Highway System (NHS)** program provides funding for improvements to rural and urban roads that are part of the NHS, including the Interstate System and designated connections to major intermodal terminals. The NHS includes the Interstate Highway System (IHS), as well as other roads important to the nation's economy, defense, and mobility. NHS, consists of major roads in the United States, including the interstate system; other routes identified for their strategic defense characteristics; routes providing access to major ports, airports, public transportation, and intermodal transportation facilities; and principal arterials that provide regional service. With MAP-21, NHS also includes all arterial roads and higher that are registered on the Federal Functional Road Classification. Funding in this category may be used for a wide-variety of projects. In addition to roadway construction, operational and maintenance improvements, eligible projects includes start-up for traffic management and control, infrastructure-based intelligent transportation system capital improvements, fringe and corridor parking, carpool and vanpool projects, bicycle and pedestrian projects, and wetlands and natural habitat mitigation. In certain circumstances, transit projects in the corridor are also allowed if they benefit the NHS facility. Publicly-owned intracity and intercity bus terminals are also eligible.

- The **Highway Safety Improvement Program (HSIP)** is a core Federal-aid program. The goal of the program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.
- **Pavement Preservation (PP)** is new under MAP-21 and promotes the concepts of asset management and preservation. Asset management defined as a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at minimum practicable cost.
- **Highway Bridge Replacement and Rehabilitation Program (BR)** was established to fund the replacement or rehabilitation of structurally deficient or functionally obsolete public roadway bridges. The bridge candidate must be classified as structurally deficient or functionally obsolete according to federal guidelines. Candidate bridge replacements must have a structure inventory and appraisal (SI&A) sufficiency rating of less than 50 and average daily traffic of at least 25 vehicles. Bridge rehabilitation candidates must have an SI&A sufficiency rating of 80 or less and average daily traffic of at least 25 vehicles.

Discretionary State and Federal Funds

- **Surface Transportation Program –Urban (STP-U) (Idaho and Washington):** Washington and Idaho Urbanized Areas receive an annual allocation of Federal STP funds for use on identified capital projects. This program was established to: Aid public road jurisdictions with funding for any road or bridge projects on the federal-aid system, which includes all federal functional class routes except local and rural minor collectors; provide funding for transit capital improvements; provide funding for bicycle and pedestrian facilities; and provide funding for transportation planning activities. STP-U funds require a local match, which is 13.5% in Washington and 7.34% in Idaho. These funds are federal funds and are discretionary based on the project identification, prioritization, and selection process from the LRTP planning process but are awarded by LCVMPPO Policy Board. Typically, these funds are used for roadways including multi-modal enhancements.
- The **Transportation Alternatives Program (TAP)** is a new federal program authorized under MAP-21. TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; Safe Routes to School projects; and projects for the planning, design, or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. TAP funds are competitive at the State level in Idaho and the Palouse Regional Transportation Planning Organization (PRTPO) level in Washington.
- The **Washington Transportation Improvement Board (TIB)** offers a number of different funding programs to the State's small cities. Cities and towns with a population of under 5,000 are eligible for funding from programs that reconstruct or maintain the transportation infrastructure. Small City Arterial, Preservation, and Sidewalk Funds are distributed across three regions based on small city populations.

- The **Washington State County Road Administration Board (CRAB)** manages two grant programs that are available to Washington agencies. The Rural Arterial Program (RAP) is a road and bridge reconstruction funding program that counties compete for every two years within their respective regions. The County Arterial Preservation Program (CAPP) is designed to help counties preserve their existing paved arterial road networks. More information can be found on the CRAB website at <http://www.crab.wa.gov/funding/grants/index.cfm>.
- The **Federal Lands Access Program (FLAP)** was established to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The program supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators. Projects for FLAP funds are established by States. More information about FLAP funds can be found on the FHWA website at <https://flh.fhwa.dot.gov/programs/flap/>.
- **Transit (Idaho and Washington):** Within the urbanized area, both the City of Lewiston and the Asotin County PTBA are direct recipients of Federal Transit Administration (FTA) allocations. Generally, these funds require a 50% local match for operating, 20% local match for capital investments, and 15% local match for rolling stock. Other discretionary transit funding is administered through the states of Idaho and Washington.
- **Aviation Funding (Idaho):** The majority of Aviation funding coming into the LCVMPPO area is on the Idaho side, since the Lewiston Nez Perce County Regional Airport serves the entire metro area, and is located in Idaho.
- **Hazard Elimination (Washington):** The State of Washington disperses funds specifically for the improvement of unsafe roadway situations.
- **MPO Planning Funds:** These funds are used to ensure the Coordinated, Comprehensive, and Continuous (3C) Planning Process for transportation in the Lewis-Clark valley.

Local Funding Categories

In addition to State and Federal funds, there are a number of local funds invested in the regional transportation system. These funds are primarily for roadway operations and maintenance, and also provide the necessary local match for Federal STP-U, TAP funds, and transit funding. These include the following.

Local Agencies in Washington

City of Asotin: All funding that is spent on operations and maintenance comes out of the City's General Fund. The average annual funds for operations and maintenance is \$85,000. The City has also been successful in receiving Washington State Transportation Improvement Board (TIB) grants.

The City of Asotin contracts for many of its services related to roads, including engineering, sweeping, and pavement preservation. The City's budget for maintenance varies from year to year depending on the amount of pavement preservation activities. Thus, the funding in Asotin is a little more fluid between maintenance and operations expenditures.

City of Clarkston: The City of Clarkston receives approximately \$156,000 in fuel tax annually that is dedicated to street maintenance and operations. The City also allocates 50% of the property tax revenue, or about \$465,000 annually, to the street fund. In 2016, the City created a Transportation Benefit District, which brings in approximately \$300,000 annually for transportation needs. The City spends between \$550,000 and \$750,000 annually on street maintenance and operations.

Asotin County: Asotin County uses three main sources of revenue to fund their roadway improvement and maintenance activities. Fuel taxes account for approximately \$1.6 million. The County also collects \$1.1 million from annual road levies and \$163,000 in County Arterial Preservation Funds. The total budget from all sources is about \$2.74 million per year for maintenance and local roadway improvements.

This amount is distributed throughout the county on all the county roads, so only a portion of these funds are spent in the metropolitan area. Asotin County has many of their lane miles in the metropolitan area, so approximately 50% of these funds make their way into improvements and maintenance activities within the MPO area.

Local Agencies in Idaho

City of Lewiston: The City of Lewiston collects transportation revenues through a variety of sources, including the General Fund, Franchise Fees, Road and Bridge Taxes, and the Highway User Fund. Although funding is approximately \$3 million to \$4 million annually, Lewiston continues to struggle with funding street preservation and maintaining streets to an adequate standard. Lewiston continues to create partnerships with other agencies (i.e., Transit FTA funds, Urban Renewal, and Federal Highway funds), to create improvements to benefit all users of the transportation system. However, declining property tax revenues and no other revenue to replace it has created the need to use fund balances to offset expenses for operations and maintenance and to help with funding match dollars for Federal aid projects.

Nez Perce County: Nez Perce County appropriates revenue to the Road Fund from not only the Highway User Fund, but also from property tax and sales tax to maintain and improve their transportation system. Additionally, the County has partnered with various agencies seeking grants that benefit the County's road users. All the funds are placed into the General Fund for distribution to the various departments. No separate accounting is done on a department by department basis.

Nez Perce County has a budget of approximately \$4 million per year, covering maintenance and administrative costs. Administrative costs are roughly 1/3rd of the budget and the rest is spent on maintenance. The majority of funding is spent on road maintenance, then on pavement preservation. Most of the funds for new construction are in the form of match for State or Federal funds to make the

dollars stretch further. Approximately 4% of the County road miles are in the planning area for the MPO. For planning purposes we are estimating that approximately 10% of the maintenance and operations budget are spent within the metropolitan area.

Table 1 Local Agency Revenue for Transportation

Local Agency	Source	Amount	Total
City of Asotin	General Fund	\$85,000	\$85,000
City of Clarkston	Fuel Tax	\$156,000	\$921,000
	Street Fund	\$465,000	
	TBD	\$300,000	
	Total	\$921,000	
Asotin County (total)	Annual Road Levies	\$1,100,000	\$2,740,000
	Fuel Tax	\$1,500,000	
	Arterial Preservation	\$140,000	
	Total	\$2,740,000	
City of Lewiston	General Fund	\$1,387,000	\$3,255,030
	Utility Franchises	\$595,000	
	ROW Permits	\$6,000	
	Road & Bridge Tax	\$240,000	
	Internal Services	\$345,030	
	Highway User Fund	\$420,000	
	Water & Wastewater Fees	\$220,000	
	Interest Earnings	\$30,000	
	Other	\$12,000	
	Total	\$3,255,030	
Nez Perce County (total)	General Fund	\$800,000	\$4,000,000
	Highway User Fund	\$1,900,000	
	Property Tax	\$1,200,000	
	Sales Tax	\$100,000	
	Total	\$4,000,000	
Total			\$11,010,030

Table 2: Local Agency Expenditures for Transportation

Local Agency	Average Annual M&O Expenditures in the MPO Area
City of Asotin	\$85,000
City of Clarkston	\$921,000
Asotin County*	\$1,370,000
City of Lewiston	\$3,255,030
Nez Perce County*	\$400,000
Total	\$6,031,030

* Amounts are expenditures within the MPO Boundary

Transit Funding Sources

There are three primary funding sources available for funding the transit agencies two public transit agencies of the LCVMPPO. Federal Transit Administration (FTA) funds, passenger revenues, and local funds that act both as matching funds and supplemental funds. Asotin County has passed a 0.2 cent sales tax that is used to generate a dedicated local matching fund. This is not an option in Idaho.

Federal Transit Administration Funds

Small urban areas with populations between 50,000 and 200,000, including urbanized areas (UZAs) in Nez Perce and Asotin counties, are eligible for FTA Section 5307 funding. These funds are available for operating and capital expenses. Local match is required (50% for operating and 20% for capital) to receive these funds. For FY2017, the estimated Lewis Clark UZA allocation will be \$734,155. This allocation is split by population with the Idaho side receiving \$451,155, and the Washington side receiving \$287,000.

Passenger Revenue Funds

Per federal regulation, passenger revenues cannot be used as matching funds, but are instead used in the operation of the transit system. Currently, the Asotin County PTBA and Lewiston Transit are both collecting approximately \$40,000 in passenger revenues per year.

Local Funds

The availability of local match varies greatly between the Washington and Idaho communities within the MPO. With the creation of the Asotin County PTBA, local sales tax proceeds provide a substantial and dedicated source of funding for public transportation. Sales tax

collected by the PTBA in 2015 was \$640,295, more than enough to match all available FTA funding. Such local option levies (e.g., sales or property taxes) for public transportation are not permitted in Idaho.

Currently, the General Fund allocated to transit is approximately \$280,000 annually. In addition, Lewiston Transit collects an additional \$70,000 annually from program income from Medicaid, contracting with the PTBA for services, gas tax refunds, and facility and employee matching.

Table 3: Transit Agency Revenues

Transit Agency	Source	Est. FY2017	Est. FY2018	Est. FY2019	Est. FY2020	Est. FY2021
Asotin County Public Transportation Benefit Area (PTBA)	FTA 5307	\$287,000	\$287,000	\$287,000	\$287,000	\$287,000
	Passenger Revenue	\$41,000	\$41,500	\$42,000	\$42,500	\$43,000
	Other	\$666,163	\$679,486	\$693,076	\$706,937	\$721,076
	PTBA Total	\$994,163	\$1,007,986	\$1,022,076	\$1,036,437	\$1,051,076
Lewiston Transit	FTA 5307	\$451,155	\$451,000	\$451,000	\$451,000	\$451,000
	Passenger Revenue	\$38,500	\$39,000	\$39,500	\$40,000	\$40,500
	General Fund/Other	\$338,000	\$338,000	\$338,000	\$338,000	\$338,000
	Lewiston Total	\$827,500	\$828,000	\$828,500	\$829,000	\$829,500
LCVMPO	Total	\$1,821,663	\$1,835,986	\$1,850,576	\$1,865,437	\$1,880,576

FY2017 – FY2021 Project List

The following tables are the proposed projects by State and project category for FY2017 – FY2021.

**Table 4: Project List -Idaho
Road**

Key #: Project Description	Project Sponsor	Funding Category	Phase	FY2017	FY2018	FY2019	FY2020	FY2021	PD	Lifetime Costs			
										local	state	fed	total
Metropolitan Planning	LCVMPO		Key #	13452	13896	19037	19419	20208					
		MET		71	73	74	76	76		25		342	367
Key #: 13440 Intersection at 16th Avenue & 17th Street	Description: Widening 16 th Avenue for additional turn lanes at the intersection of 17 th Street and reconstructing three corners of the intersection to provide updates to all pedestrian ramps and sidewalks. New traffic signal poles will also be installed to the northwest and southeast corners.												
	Lewiston	STP-U	PE							8		95	103
		STP-U	CN			695				51		644	695
Key #: 13441 18 th Street & Idaho Ave 18 th Street & G St intersections	Description: Enhance safety at 18 th Street and G Street and 18 th Street and Idaho Avenue. Project includes reconfiguration of traffic signal, signal phasing, lane channelization, and additional curb extensions.												
	Lewiston		PE							1		10	11
		STP-U	CN		68					5		63	68
Key #: ORN20061 Main Street Ped Improvements Brackenbury Sq to Delsol Ln	Description: Improve pedestrian crossings and signage, installation of RRFB.												
	Lewiston	HSIP	PE		60					4		56	60
		HSIP	CN				284			21		264	284
Key #: 13443 Snake River Avenue; Southway to 11 th Avenue	Description: Widen and resurface Snake River Avenue from Southway Bridge to 11 th Avenue. Project includes curbs, gutters, sidewalks, storm drainages, and utility adjustments.												
	Lewiston	STP-U	PE							14		172	186
		STP-U	CN						1,010	74		936	1,010
Key #: 13444 Guardrail Replacement on Vineyard Dr. & Gun Club Road	Description: Increase safety and reduce property damage by replacing the existing substandard guardrail.												
	Lewiston	STP-U	PE							1		6	7
		STP-U	CN		99					7		92	99
Key #:18938 9 th St. Grade; 5 th Ave to Idaho St.	Description: Reconstruct 9 th Street Grade roadway, retaining wall and elevated sidewalk from 5 th Ave to Idaho St.												
	Lewiston	STP-U	PE	236						17		219	236
		STP-U	CN						1,900	139		1,761	1,900
Key# ORN20170 Bryden Avenue Reconstruction Phase 1	Description: Reconstruct Bryden Avenue from 4 th Street to 7 th Street.												
	Lewiston	STP-U	PE				212			16		197	212
		STP-U	CN						3,312	243		3,069	3,312

Key #: Project Description	Project Sponsor	Funding Category	Phase	FY2017	FY2018	FY2019	FY2020	FY2021	PD	Lifetime Costs				
										local	state	fed	total	
Key #: 12009: US 12: 18th St. to Clearwater River Bridge	Description: Concrete pavement resurface on SH-12 in Lewiston from 18 th St to Clearwater Bridge.													
	ITD		PE									20	252	271
		HSIP	CN			1,883						138	1,745	1,883
Key #: 13878 US 95; Lewiston to Thorncreek Road Seal	Description: Seal coat on US 95 from milepost 312 to milepost 337.													
	ITD	NH	PE								1	19	20	
		ST	CN		2,394						2,394		2,394	
Key # 18690 US95; Spalding Bridge to Lewiston	Description: Preserve and restore pavement on US 95 from Spalding Bridge to Lewiston.													
	ITD		PE								4	46	50	
		NH	CN	10,580							777	9803	10,580	
Key # 18777 Lewiston & Moscow Concrete Grinding	Description: Pavement preservation project from Rose Garden near the Junction of Hwy-128 to the Clearwater Memorial Bridge. Project includes smoothness grinding and resealing the joints and cracks within the concrete pavement.													
	ITD		PE								4	46	50	
		STP	CN		1,273						93	1,180	1,273	
Key # Thain Road; Stewart to Cedar Avenue	Description: Reconstruction of curb ramps; provide bike signing, marking and signal detection.													
	Lewiston	TAP	PE							68	5		63	68
		TAP	CN							332	24		308	332
Key # Southway Bridge	Description: Rehabilitation of the Southway Bridge. This is a partnership with City of Lewiston, Nez Perce County, Asotin County, and the City of Clarkston.													
	Lewiston / NPC		PE							100				
			CN							2000				

	FY2017	FY2018	FY2019	FY2020	FY2021	PD	local	state	fed	total
Total PE	236	60		212		168	66			
Total RW										
Total CN	11,620	3,834	2,578	284		8,554	589			
Total Programing	11,856	3,894	2,578	496	0	8,722	655			

Table 4 – Project List (Cont.)

Idaho (Cont.)

Transit

Key #: Project Description	Project Sponsor	Funding Category	Funding	FY2017	FY2018	FY2019	FY2020	FY2021	Amend
Transit Operations Key #13776	Description: Fixed route and demand response public transportation operations in Lewiston, Idaho.								
	Lewiston	5307	Fed	315	315	315	315	315	
			Local	315	315	315	315	315	
			Total	630	630	630	630	630	
Demand Response Key#13772	Description: Demand Response Operations - provides curb to curb transit service for eligible applicants.								
	Lewiston	5307	Fed	45	45	45	45	45	
			Local	12	12	12	12	12	
			Total	57	57	57	57	57	
Preventative Maintenance Key #13773	Description: Preventative Maintenance for rolling stock to support demand response and fixed route operations in Lewiston, Idaho.								
	Lewiston	5307	Fed	49	51	53	55	55	
			Local	13	13	14	14	14	
			Total	62	64	67	69	69	
Transit Capital Key#14211	Description: Transit Capital items include design and construction of transit facilities, software and hardware items, signs/shelters/benches.								
	Lewiston	5307	Fed	100	100	100	100	100	
			Local	25	25	25	25	25	
			Total	125	125	125	125	125	
Bus and Bus Facilities Key #14210	Description: Replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.								
	Lewiston	5339	Fed	200					
			Local	50					
			Total	250					
Enhanced Mobility of Seniors & Individuals with Disabilities Key# 19770	Description: Description: Improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options.								
	LCVMPO	5310	Fed	100					
			Local	50					
			Total	150					
Metropolitan Planning Key #13771	LCVMPO	5303	N/A	19	19	19	19	19	
Total Programing				1293	895	898	900	900	

Airport

Key #: Project Description	Project Sponsor	Funding Category	Phase	FY2017	FY2018	FY2019	FY2020	FY2021	PD
Runway 12-30 Lighting System & Vault	LNPCRAA	FAA	N/A		500				
Runway 12-30 Overlay	LNPCRAA	FAA	N/A		1400				
Reconst TWY D/F & Reconfig TWY G	LNPCRAA	FAA	N/A			2000			
Reconfig TWY C, G	LNPCRAA	FAA	N/A				1300		
Total Programing					1900	2000	1300		

Road - Regionally Significant

Key #: Project Description	Project Sponsor	Funding Category	Phase	FY2017	FY2018	FY2019	FY2020	FY2021	PD
Aht'Wy Interchange Project Highway 95/12	Nez Perce Tribe		PE						
			CN						1300
Total Programing									1300

Idaho Total Programing

Key #: Project Description	Project Sponsor	Funding Category	Phase	FY2017	FY2018	FY2019	FY2020	FY2021	PD
Road	N/A	N/A	N/A	11,856	3,894	2,578	496	0	8,722
Transit	N/A	FTA	N/A	1293	895	898	900	900	
Airport	N/A	FAA	N/A		1900	2000	1300		
Regionally Significant	N/A	N/A	N/A						1300
Lewis-Clark Valley Metropolitan Planning	LCVMPO	FHWA	N/A	71	73	74	76	76	

Table 4 – Project List (Cont.)

Washington										
Road										
Key #:	Project Description	Project Sponsor	Funding Category	Phase	2017	2018	2019	2020	2021	PD
Key #:0204	Southway Bridge Pavement Rehabilitation. Total cost shall be shared between the 4 bridge owners.	Asotin CO. / City of Clarkston		PE						100
				RW						
				CN						
Key #: 0220	6 th Avenue Sidewalk Project	Asotin CO.	SR2S	PE						100
			SR2S	RW						20
			SR2S	CN						
Key #: WA07032	5 th Street Improvements, North of Fair Street	City of Clarkston		PE						
			Local	CN			18			
Key #: WA07043	Sidewalk Improvements, 1200 Blk Poplar; Grantham Elementary Area	City of Clarkston	TAP	PE	43					
				RW						
				CN						
Key #: WA07035	2 nd St. / US 12 Reconfiguration	City of Clarkston		PE						115
				RW						127
				CN						454
Key #: 501214J02	US12/SR128 Vicinity to Snake River Bridge - Paving. HMA overlay with safety restoration.	WSDOT-SC	NHPP	PE		80				
				NHPP	CN			917		
Key #: 501216E02	US12/SR128 Vicinity to Snake River Bridge ADA Compliance	WSDOT-SC	NHPP	PE		49				
				NHPP	CN			492		
Key # 512902J02	SR 129/2 nd Street to Highland Ave - ADA Compliance MP 41.28-42.55	WSDOT - SC	STP	PE		51				
				STP	CN			408		
Key #: BPLCVMPO	Asphalt/Chip Seal Preservation LCVMPPO	WSDOT-SC	STP	PE		36				
				NHPP	PE		23			
				STP	CN			638		
				NHPP	CN	465				

Road - continued

Key #: Project Description	Project Sponsor	Funding Category	Phase	2017	2018	2019	2020	2021	PD
Key #:0201	Asotin Co.								
		TIB	CN						
Fleshman Way Interchange.		STP	CN	436	88				

Road - Regionally Significant

Key #: Project Description	Project Sponsor	Funding Category	Phase	FY2017	FY2018	FY2019	FY2020	FY2021	PD
Key# 0202	Asotin Co.		PE						
Snake River Road (MP19.00 - MP20.55) Reconstruct/Widen 2 lane/install guardrail		CRAB	RW						
		CRAB	CN	1,249					
Key# 0203	Asotin Co.		PE						
Snake River Road (MP 20.55-21.97) Reconstruct/Widen 2 lane/install guardrail		CRAB	RW						
		CRAB	CN	2,303					

	FY2017	FY2018	FY2019	FY2020	FY2021	PD
Total PE		239				315
Total RW						147
Total CN	4,017		2,473			4,220
Total Programing	4,017	239	2,473	0	0	4,682

Table 4 – Project List

Washington (Continued)									
Transit									
Key #:	Project Description	Project Sponsor	Funding Category	Phase	FY2017	FY2018	FY2019	FY2020	FY2021
	Fixed route paratransit operations	Asotin CO.	5307	N/A	287	287	287	287	287
	Metropolitan Planning	LCVMPO	5303	N/A	11.7	11.7	11.7	11.7	11.7
Total Programing					298.7	298.7	298.7	298.7	298.7
Total Washington Programing									
Key #:	Project Description	Project Sponsor	Funding Category	Phase	FY2017	FY2018	FY2019	FY2020	FY2021
	Road	N/A	N/A	N/A	4017	239	2473		
	Transit	N/A	N/A	FTA	298.7	298.7	298.7	298.7	298.7
	Lewis-Clark Valley Metropolitan Planning Funds	LCVMPO	FHWA	N/A	60.5	60.5	60.5	60.5	60.5

Appendix A: Self-Certifications

LEWIS-CLARK VALLEY MPO SELF CERTIFICATION

Certification

LCVMPO certifies that the projects contained in the FY 2017-2021 Transportation Improvement Program are derived from the urban transportation planning program pursuant to Title 23 USC Section 134 and Title 49 USC Section 5303 which establishes the federally required metropolitan transportation planning program and the rules governing LCVMPO as the metropolitan planning organization.

LCVMPO further certifies that the projects contained within the FY 2017-2021 Transportation Improvement Program are derived from the long-range transportation plan specifically, or are consistent with the goals and policies to ensure the regional transportation system is operated and maintained in a manner that preserves and protects the existing transportation infrastructure to the extent of the available funds.

LCVMPO further certifies that the Lewiston Idaho-Clarkston Washington Urbanized Area is not classified as a non-attainment area based on the 1990 Clean Air Act as amended and therefore not subject to any related restrictions.



Certified by: _____
Shannon Grow, Director

Date: September 14, 2016

**METROPOLITAN PLANNING ORGANIZATION SELF-CERTIFICATION
FOR THE FOLLOWING METROPOLITAN PLANNING AREA**

In accordance with 23 CFR Part 450, §450.336, the Washington State Department of Transportation (WSDOT) and the Lewis Clark Valley Metropolitan Planning Organization (MPO) for the Lewis Clark Valley Metropolitan Planning Area (MPA), hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, 38, and 28 CFR Part 35;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
11. Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR part 200).
12. USDOT and WSDOT supplemental fiscal directives regarding Indirect Cost Proposals.

MPO

WSDOT

Signature

Signature

Printed Name

Printed Name

Title

Title

Date

Date

**METROPOLITAN TRANSPORTATION PLANNING PROCESS
SELF-CERTIFICATION**

In accordance with 23 CFR 450.334 and 450.220, the Idaho Department of Transportation and the Lewis Clark Valley Metropolitan Planning Organization for the City of Lewiston urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all the applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 USC 7504, 7506 (c) and (d) and 40 CFR part 93)
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 200d-1), 49 CFR part 21;
4. 49 U.S.C 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Fixing Americas Surface Transportation Act, Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 etseq.) and 49 CFR parts 27 , 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Metropolitan Planning Organization

Idaho Transportation Department

Director

Randy Gill, Planning Services Section Manager
Division of Engineering Services

Date

Date

APPENDIX B: PUBLIC PARTICIPATION

The LCVMPPO held an open comment period for the FY2017 – FY2021 Transportation Improvement Program from July 1, 2016 through July 31, 2016. This public comment period was posted on the LCVMPPO website, promoted at LCVMPPO regularly scheduled meetings, and advertised in the Lewiston Tribune newspaper on June 30, 2016 as well as July 3, 2016. Individuals were also encouraged to attend the July 27, 2016 LCVMPPO TAC meeting to give in person comments.

The LCVMPPO received one comment from the Nez Perce Tribe, thanking the MPO for continuing to include the Aht'Wy Interchange Project on Highway 95/12 as a regionally significant project.