2020-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

Lewis-Clark Valley Metropolitan Planning Organization

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Clear Looking Glass Park
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0.5 0 2
Miles
Legend
MPO Boundary
U.S. Highway
Washington State Route
Image Source: USDA-FSO-APFO- NAIP
Image Acqusition Date: Summer 2003
Map Date: 3/07/05
LEWIS CLARK VALLEY

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 450.324), the Transportation Improvement Program – TIP (23 CFR 450.326), and the Unified Planning Work Program – UPWP (23 CFR 450.308).

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 2020-2024 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 2020-2024 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 STIP, 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(b)) in their consideration of projects. These planning factors are found on pages 5-6 of this document.

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 23CFR450.326. 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 THE TIP

Modifications to this TIP may be made prior to the adoption of the 2020-2024 TIP. After the TIP is initially approved, 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, adjustments to final engineers estimates, 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, 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 10 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. The LCVMPO is currently working on data collection for updating the travel demand model in 2019. It is the intent of the LCVMPO to update the LRTP in 2020.

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 LCVMPO 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.

*The most recent transportation plan, Fixing America's Surface Transportation (FAST) Act, approved December 4, 2015, identifies 10 planning factors, which includes the 8 planning factors from MAP-21, and adds:

1) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
2) Enhance travel and tourism.

PERFORMANCE MANAGEMENT

A key feature of MAP-21 is the establishment of a performance and outcome-based program. The objective of this performance and outcome-based program is for States to invest resources in projects that collectively will make progress toward the achievement of the national goals. The National policy in support of performance management states that, "Performance management will transform the Federal-aid highway program and provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision-making through performance-based planning and programming." [23 USC 150 (a)] 23 USC 150 (b) establishes 7 national goals to focus the Federal-aid highway program:

1) Safety – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

2) Infrastructure Condition – To maintain the highway infrastructure asset system in a state of good repair.
3) Congestion Reduction – To achieve a significant reduction in congestion on the National Highway System.
4) System Reliability – To improve the efficiency of the surface transportation system.
5) Freight Movement and Economic Vitality – To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6) Environmental Sustainability – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7) Reduced Project Delivery Delays – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Safety (PM-1)

23 USC 150 states that performance management provides a means to the most efficient investment of federal transportation funds by (1) focusing on national transportation goals, and (2) improving project decision making through performance-based planning and programming. The stated goal for Safety: to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. Pursuant to these national goals, State Departments of Transportation (DOTs) are required by the federal Highway Safety Improvement Program regulations under 23 CFR 924 to set five performance targets. These five required performance targets use five year rolling averages for (1) number of fatalities, (2) rate of fatalities per 100 million VMT, (3) number of serious injuries, (4) rate of serious injuries per 100 million VMT, and (5) number of non-motorized fatalities and non-motorized serious injuries. These targets are required for all public roads regardless of ownership or functional class.

Metropolitan Planning Organizations (MPOs) can agree to either support the State DOT targets or establish separate MPO numerical targets specific to the metropolitan planning area boundary. The Lewis Clark Valley MPO has agreed to plan and program projects so that they contribute to both WSDOT and Idaho Transportation Department (ITD) targets as reported to the Federal Highway Administration as part of WSDOT's and ITD's Highway Safety Improvement Program annual submittal. In the 2020 – 2024 LCVMPO TIP, projects funded that contribute to the reduction of fatal and serious crashes are denoted in the project description with an "PM-1". (See project list starting on Page 15)

Pavement and Bridges (PM-2)

RCW 47.05 and the Washington State Department of Transportation's (WSDOT's) Highway System Plan set the direction for management of infrastructure condition in Washington State, which is to preserve pavements and bridges at lowest life cycle cost. The lowest life cycle strategy for any pavement or bridge is the strategy that maintains acceptable condition at the lowest annualized cost over the life of the asset. WSDOT has demonstrated this by taking a preservation first approach to pavement and bridge management over several decades. Local agencies manage approximately 31% of the non-Interstate National Highway System (NHS) in Washington State. Using the Target Setting Framework, WSDOT worked with Metropolitan Planning Organizations (MPOs) to establish performance measures and communicate

its pavement and bridge management practices, as well as what these practices mean in the context of the National Highway System (NHS). WSDOT has also communicated the annual average state facility needs for pavements and bridges within each MPO boundary. Further supporting asset performance and investments on the NHS, WSDOT Local Programs issued a call for projects specifically focused on asset management practices, for pavements on NHS roadways.

Washington MPOs & WSDOT have agreed to plan and program projects to work towards and achieve Washington pavement and bridge condition targets for infrastructure condition under 23 CFR 490. As required under 23 CFR 515, the specific strategies for pavement and bridge preservation are documented in WSDOT's Transportation Asset Management Plan, certified by FHWA in May 2018.

In Idaho, The ITD Transportation Asset Management Plan, dated October, 2018, sets Performance Targets for Pavement in three areas: Interstate pavements, NHS pavements, and a Statewide Pavement Performance Target. This plan also sets targets for bridges. The LCVMPO has agreed to plan and program projects that work towards ITD's pavement and bridge condition targets. In the 2020 – 2024 LCVMPO TIP, projects funded that contribute to the reduction of fatal and serious crashes are denoted in the project description with an "PM-2". (See project list starting on Page 15)

System Performance, Freight, and CMAQ

In 2018, Washington State Metropolitan Planning Organizations (MPOs) and the Washington State Department of Transportation (WSDOT) set, adopted, and reported to FHWA statewide targets for the Highway System Performance, Freight, and Congestion Mitigation and Emissions performance measures. Washington State MPOs and WSDOT are working to improve the planning and programming process to more fully align funding decisions with performance targets.

In Washington State, many of the projects selected to address mobility are prioritized through the legislative process. For this reason, it is essential that WSDOT, MPOs, regional transportation planning organizations (RTPOs), and local agencies coordinate their transportation planning efforts to develop transportation priorities that contribute towards performance targets and can be shared with lawmakers. One such way WSDOT and its partner MPOs and RTPOs are working to make performance-supporting projects and programs clear to the legislature is through the Plan Alignment Work Group. A major focus of the group is to increase the consistency between regional plans and WSDOT's statewide plans, which includes sharing and collaboratively perfecting the data and information necessary to identify a comprehensive list of financial forecasts, maintenance needs, and project priorities related to the state system within MPOs and RTPOs.

Another way WSDOT and its partners are assessing performance and target achievement is through the Regional Integrated Transportation Information System (RITIS) data tool. The state's financial participation makes this tool available for WSDOT and MPOs to use the system in evaluating regional targets and to assist in other decision-making processes.

To guide freight investments and improve freight system performance in Washington, WSDOT developed the 2017 Washington State Freight Investment Plan by engaging various freight partners and stakeholders, including MPOs and RTPOs. The Freight Investment Plan identified

freight priority projects and described how those priorities would be invested and funded through FFY 2016–2020 National Highway Freight Program (NHFP) funds. Those NHFP investments would be incorporated into STIP and TIPs contributing to improving statewide freight performance on National Highway Freight Network.

Over the coming years WSDOT and its partners will further align planning and programming with performance. All are committed to developing practical approaches to work towards our regional and statewide performance targets.

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 reasonably fundable with foreseeable transportation funding over the life of the plan document. 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 include 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, STBG) (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 and are awarded by LCVMPO Policy Board. Typically, these funds are used for roadways including multi-modal enhancements, but they also allow for other uses such as transit projects and regional planning. Information about this program can be found at FHWA's website: https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm.

- The **Transportation Alternatives Program (TAP, STBGSA)** 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. In Washington, the Palouse Regional Transportation Planning Organization (PRTPO) awards TAP funding for Washington jurisdictions through a competitive process. Information about this program can be found at FHWA's website: https://www.fhwa.dot.gov/environment/transportation_alternatives/.

- The **Washington Transportation Improvement Board (TIB)** offers a number of different funding programs for road reconstruction and preservation as well as sidewalk programs. There are two major categories in which jurisdictions fall under: Urban and Small City. Information regarding these programs can be found at TIB's website: http://www.tib.wa.gov/grants/Grants.cfm

- 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 Local Highway Safety Improvement Program (LHSIP), is a program that is awarded to local jurisdictions based on Fatal and Serious Injury (Type A) crashes in their areas. This program is administered through the Local Highway Technical Assistance Council (LHTAC) and requires a local match of 7.34%. More information about the LHSIP program can be found at http://lhtac.org/programs/lhsip/.

- 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. 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)**: Most of Aviation funding coming into the LCVMPO 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.

- **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 many local funds invested in the regional transportation system. These funds are primarily for roadway operations and maintenance, and provide the necessary local match for Federal, State, 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 streets is $85,000. Out of that $85,000, funds for repairs, maintenance, and match for other funding is $9,000 annually. 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, it is estimated 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	
	Fuel Tax	$1,500,000	
	Arterial Preservation	$140,000	
	Total	**$2,740,000**	**$2,740,000**
City of Lewiston	General Fund	$1,672,650	
	Utility Franchises	$605,100	
	ROW Permits	$15,000	
	Road & Bridge Tax	$310,000	
	Internal Services	$346,760	
	Highway User Fund	$420,000	
	Water & Wastewater Fees	$220,000	
	Interest Earnings	$1,000	
	Other	$21,150	
	Use of Fund Balance	$185,410	
	Total	**$3,797,070**	**$3,797,070**
Nez Perce County (total)	General Fund	$800,000	
	Highway User Fund	$1,900,000	
	Property Tax	$1,200,000	
	Sales Tax	$100,000	
	Total	**$4,000,000**	**$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

Public Transportation

Transit Asset Management

In 2016, the Federal Transit Administration (FTA) published the final rule on transit asset management (TAM). This rule requires public transportation providers to develop and implement TAM plans. TAM plans include an asset inventory, condition assessments of inventoried assets, and a prioritized list of investments to improve the state of good repair of their capital assets. Transit agencies are required to establish targets to meet or exceed State of Good Repair (SGR) for rolling stock and equipment.

Lewiston Transit is included in ITD's Group TAM Plan. This plan established 3 targets by goals. They are:

Goal 1: Bring the statewide revenue vehicle average condition rating to "marginal" by the end of FFY18.
Goal 2: Reduce the number of revenue vehicles exceeding their useful life benchmark (ULB) by 3% annually.
Goal 3: Bring the statewide revenue vehicle condition average rating to "Adequate" or better by the end of FFY 2020.
Note: An inventory in FFY2018 showed that Lewiston Transit's fleet falls within the "adequate" category.

Like most public transportation agencies in Washington, the Asotin County PTBA opted out of a Statewide TAM plan and has prepared their own. The PTBA has established the following goals:

Agency SGR Goal: To maintain the fleet at 90% within SGR.

MPOs are required to also establish targets specific to the MPO planning area for all public transit providers in the MPO planning area. As such, the LCVMPO establishes the following transit asset management targets:

Vehicles and Equipment: Vehicle, Equipment, and facility ratings of 3.0 to 5.0, ranging from “adequate” to “excellent”.

Transit Funding

There are three primary funding sources available for funding the transit agencies two public transit agencies of the LCVMPO. FTA funds, passenger revenues, and local funds are used for operations and capital funding. In Asotin County, a Public Benefit Transportation Area (PTBA) was created to manage the 0.2 cent sales tax, which was approved by the voters of Asotin County to use for public transportation. 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 FY2019, the estimated Lewis Clark UZA allocation was $789,679. This allocation is split by population with the Idaho side receiving $482,683, and the Washington side receiving $306,996.

The FAST Act allocated other formula funds to small urban areas, such as Section 5339, Bus and Bus Facility funds, as well as section 5310 for the use of enhanced transit services for seniors and individuals with disabilities. These funds are allocated to the MPOs in Idaho to award. In Washington, the Asotin County PTBA is allocated 5339 funding by formula, but must apply for 5310 funding through Washington’s Consolidated Grant process.

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 between $33,000 and $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 2019 was approximately $723,000. 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 in Lewiston is approximately $300,000 annually. In addition, Lewiston Transit collects approximately $90,000 annually from other sources such as contracting with the PTBA for dispatching services, gas tax refunds, and soft match for facility use and non-transit employee time.

Table 3: Transit Agency Revenues

Transit Agency	Source	Est. FY2020	Est. FY2021	Est. FY2022	Est. FY2023	Est. FY2024
Asotin County Public Transportation Benefit Area (PTBA)	FTA 5307	$310,066	$313,166	$316,298	$319,461	$322,655
	FTA 5339	$28,000	$28,000	$28,000	$28,000	$28,000
	Passenger Revenue	$33,350	$33,350	$33,350	$33,350	$33,350
	Other	$737,476	$752,209	$767,253	$782,598	$798,250
	PTBA Total	$1,138,876	$1,156,726	$1,174,902	$1,193,410	$1,212,256
Lewiston Transit	FTA 5307	$487,509	$492,384	$497,308	$502,281	$507,304
	FTA 5339	$100,000		$100,000		$100,000
	Passenger Revenue	$42,250	$43,000	$43,500	$44,000	$44,500
	General Fund/Other	$394,604	$398,550	$402,535	$406,561	$410,626
	Lewiston Total	$1,024,614	$933,935	$1,043,345	$952,843	$1,062,431
LCVMPO	FTA 5310	$48,000	$48,000	$48,000	$48,000	$48,000
Total		$2,211,490	$2,138,661	$2,266,246	$2,194,253	$2,322,688

FY2020 – FY2024 Project List

The following tables are the proposed projects by State and project category for FY2020 – FY2024.

Table 4: Project List -Idaho

Road

Key #: Project Description	Project Sponsor	Funding Category	Phase	FY2020	FY2021	FY2022	FY2023	FY2024	PD	Lifetime Costs local	state	fed	total
Metropolitan Planning	LCVMPO		Key #	19194	20154	20619	22107	22493					
		MET		76	76	76	76	76					
			Key #				22022	22440					
		STP					27	27	29				
Key #: 13443 Snake River Avenue; Southway to 11th Avenue	Description: Widen and resurface Snake River Avenue from Southway Bridge to 11th Avenue. Project includes curbs, gutters, sidewalks, storm drainages, and utility adjustments.												
	Lewiston	STP-U	PE/PC							14		183	197
		STP-U	RW/LP							5		62	67
		STP-U	CE/CN						1,115	1,046		993	2,039
Key #: 21998 19th Avenue & 21st Street Signal	Description: Reconfiguring and widening of the intersection. ADA compliant pedestrian crossings. PM-1												
	Lewiston	HSIP	PE	89						7		82	89
		HSIP	CN		613					45		568	613
Key #:18938 9th St. Grade; 5th Ave to Idaho St.	Description: Reconstruct 9th Street Grade roadway, retaining wall and elevated sidewalk from 5th Ave to Idaho St. PM-2												
	Lewiston	STP-U	PE							17		219	236
		STP-U	CN						2,098	253		1,868	2,121
Key #: 22403 Gun Club Corridor Safety Audit	Description: A Road Safety Audit will perform a multi-disciplinary Road Safety Audit along this roadway to identify potential safety improvements and prioritize short term and long-term improvements to reduce/eliminate fatal and serious injury crashes for all roadway users. PM-1												
	NPC	HSIP	PE		51					4		47	51
Key# 20024 Bryden Avenue Reconstruction Phase 1	Description: Reconstruct Bryden Avenue from 4th Street to 7th Street. PM-1												
	Lewiston	STP-U	PE	500						37		463	500
		STP-U	CN						3,514	258		3,256	3,514

Key #: Project Description	Project Sponsor	Funding Category	Phase	FY2020	FY2021	FY2022	FY2023	FY2024	PD	Lifetime Costs loc	state	fed	total
Key #: 12009 US 12: 18th St. to Clearwater Memorial Bridge	Description: Concrete pavement resurface on US-12 in Lewiston from 18th St to Clearwater Memorial Bridge and improving the intersection at US 12 and 21st Street. PM-2												
	ITD	HSIP	PE								54	682	736
		HSIP	CN	4,505							470	5,930	6,400
Key #: 20691 Snake River Interstate Bridge	Description: Bridge painting. Costs shared between ITD and WSDOT. PM-2												
		BR	CN				4,082				300	3,782	4,082
Key #: 20513 US 12 Clearwater Memorial Bridge	Description: Replacing superstructure with wider sidewalks and travel lanes. PM-2												
	ITD	BR	PE	25	26						44	556	600
		BR	CN				12,734	9,742			1,649	20,827	22,476
Key #22075 Thain Road; Stewart to Cedar	Description: ADA compliant curb ramps at the intersections of Thain with Stewart, Vista, Preston, Warner, Airway, Burrell and Cedar. Installation of bicycle detection at the signalized intersections of Stewart & Burrell with bicycle sharrow marking and signing.												
	Lewiston	TAP	PE	58						4		54	58
		TAP	CN		287					21		266	287
Key # 20781 Snake River Access Improvements	Description: Demolay Trail access (Prospect Blvd to Snake River Avenue) and signalized crossing.												
	City of Lewiston	FLAP	PE	33						17		15	33
		FLAP	CN		203							203	203
Key # 20780 Hells Gate State Park Surface Preservation	Description: Micro-surfacing, crack sealing/filling, and re-striping of Hells Gate Road and the boat launch parking area.												
	State of Idaho	FLAP	PE							4		54	58
		FLAP	CN	39						34		434	468

	FY2020	FY2021	FY2022	FY2023	FY2024	PD
Totals						
Total PE	781	153	76	103	103	29
Total LP						
Total RW						
Total CN	4.544	1,103		16,816	9,742	6,869
Total Programing	5,325	1,256	76	16,919	9,845	6,898
Total PM-1	589	664				
Total PM-2	4,530	26		16,816	9,742	

Table 4 – Project List (Cont.)

Idaho (Cont.)

Transit

Key #: Project Description	Project Sponsor	Funding Category	Funding	FY2020	FY2021	FY2022	FY2023	FY2024	Amend
Transit Operations Key #13776	Description: Fixed route and demand response public transportation operations in Lewiston, Idaho.								
	Lewiston	5307	Fed	290	290	290	290	290	
			Local	290	290	290	290	290	
			Total	580	580	580	580	580	
Demand Response Key#13772	Description: Demand Response Operations - provides curb to curb transit service for eligible applicants.								
	Lewiston	5307	Fed	95	95	95	95	95	
			Local	24	24	24	24	24	
			Total	119	119	119	119	119	
Preventative Maintenance Key #13773	Description: Preventative Maintenance for rolling stock to support demand response and fixed route operations in Lewiston, Idaho.								
	Lewiston	5307	Fed	65	65	65	65	65	
			Local	16	16	16	16	16	
			Total	81	81	81	81	81	
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	80	80	80	80	80	
			Local	20	20	20	20	20	
			Total	100	100	100	100	100	
Bus and Bus Facilities Key #14210	Description: Replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.								
	Lewiston	5339	Fed	100		100			
			Local	25		25			
			Total	125		125			
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			50	50	50	
			Local			13	13	13	
			Total			63	63	63	
Metropolitan Planning Key #13771	LCVMPO	5303	N/A	19	19	19	19	19	
		Total Programing		1,024	899	1,087	962	962	

Road - Regionally Significant

Key #: Project Description	Project Sponsor	Funding Category	Phase	FY2020	FY2021	FY2022	FY2023	FY2024	PD
Key#: RG001 Aht'Wy Interchange Project Highway 95/12	Nez Perce Tribe		PE						
			CN						25,000
		Total Programing							25,000

Idaho Total Programing

Key #: Project Description	Project Sponsor	Funding Category	Phase	FY2020	FY2021	FY2022	FY2023	FY2024	PD
Road	N/A	N/A	N/A	5,325	1,256	76	16,919	6,869	
Transit	N/A	FTA	N/A	1,024	899	1,087	962	962	
Regionally Significant	N/A	N/A	N/A						

Table 4 – Project List (Cont.)

Washington

Road

Key #: Project Description	Project Sponsor	Funding Category	Phase	2020	2021	2022	2023	2024	PD	Lifetime Costs local	state	fed	total
Key #:0204 Southway Bridge Pavement Rehabilitation. Total cost shall be shared between the 4 bridge owners.	Description: Remove existing deck and repave. PM-2												
	Asotin CO. / Clarkston	STP	PE							85		65	150
		STP	CN	660						865		660	1,525
Key #: 2019-01 2nd St. / Bridge St. / Diagonal Intersection Improvement	Description: Reconfigure 2nd St travel lane; signal and controls at 2nd/Bridge/Diagonal; coordinate 2nd/Bridge/Diagonal signal with Bridge/5th signal. PM-1												
	Clarkston	STP	PE							35		142	177
		STP	RW	120						15		120	135
		STP	CN			1,174				183		1,174	1,357
Key # Asotin County Bridge Inspections	Description: Bridge Inspections. PM-2												
	Asotin Co.	STP	PE	87						13		87	100
Key #: 501217G02 US 12 / Snake River Clarkston Bridge - Bridge Painting	Description: Clean and paint the existing steel surfaces to preserve the structural integrity of the bridge. 50/50 split with ITD. PM-2												
	WSDOT-SC	NHPP	PE		100	116					9	207	216
		NHPP	CN				3,590	3,000			132	6,458	6,590
Key #: BPLCVMPO Asphalt/Chip Seal Preservation LCVMPO	Description: Asphalt/Chip Seal Preservation within LCVMPO. Resurface roadway with chip seal or hot mix asphalt to preserve the structural integrity of the roadway and extend the service life of the pavement. Project: SR 129/Highland Avenue to US 12. PM-2												
	WSDOT-SC	STP	PE					116			5	111	116
		NHPP	PE										
		STP	CN										
		NHPP	CN										
Key #: 501212P02 US 12 / Snake River Clarkston Bridge - Bridge Rehabilitation	Description: Rehabilitate bridge railing on Bridge 12/915. Replace sidewalk and bridge rail to preserve the structural and functional integrity of the bridge. Project delayed until 2025. PM-2												
	WSDOT-SC	NHPP	PE						53		2	53	55
		NHPP	CN						727		14	727	742

Road - continued

Key #: Project Description	Project Sponsor	Funding Category	Phase	2020	2021	2022	2023	2024	PD	Lifetime Costs local	state	fed	total
Key #:512902J02 SR 129/Highland Ave to US 12 ADA Compliance	Description: Update existing curb ramps to meet ADA Compliance. Project delayed to 2025.												
	WSDOT - SC	STP	PE						52		2	52	54
		STP	CN						433		9	433	442
Key #: MPO Planning	Description: MPO Administration.												
	LCVMPO	STP	PE	25	25	25	25	25					
		PL	PE	63	63	63	63	63					

Road - Regionally Significant

Key #: Project Description	Project Sponsor	Funding Category	Phase	FY2020	FY2021	FY2022	FY2023	FY2024	PD

	FY2020	FY2021	FY2022	FY2023	FY2024	PD
Total PE	175	188	204	88	204	105
Total RW	120					
Total CN	660		1,174	3,590	3,000	1,160
Total Programing	1,043	188	1,378	3,678	3,204	1,265
PM-1	120		1,174			
PM-2	747	100	116	3,590	3,116	

Table 4 – Project List (Cont.)

Washington (Continued)

Transit

Key #: Project Description	Project Sponsor	Funding Category	Phase	2020	2021	2022	2023	2024
Key #: 0217 Fixed route paratransit operations	Asotin Co PTBA	5307	N/A	302	302	302	302	302
Key #: 0233 Bus and Bus Facilities	Asotin Co PTBA	5339	N/A	80		80		80
Metropolitan Planning	LCVMPO	5303	N/A	12	12	12	12	12
		Total Programing		394	314	394	314	394

Total Washington Programing

Key #: Project Description	Project Sponsor	Funding Category	Phase	FY2020	FY2021	FY2022	FY2023	FY2024
Road	N/A	N/A	N/A	868	188	1,378	3,678	3,204
Transit	N/A	N/A	FTA	394	314	394	314	394

Appendix A: Self-Certifications

LEWIS-CLARK VALLEY MPO SELF CERTIFICATION

Certification

LCVMPO certifies that the projects contained in the FY 2020-2024 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 2020-2024 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 12, 2019

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).*

MPO	**WSDOT**
_____	_____
Signature	*Signature*
__Shannon Grow_____	_____
Printed Name	*Printed Name*
_LCVMPO Director_____	_____
Title	*Title*
___September 12, 2019_____	_____
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
_____	_____
Shannon Grow Director	Ken Kanownik, Planning Services Manager Division of Engineering Services
___September 12, 2019_____	_____
Date	Date

APPENDIX B: PUBLIC PARTICIPATION

The LCVMPO held an open comment period for the FY2020 – FY2024 Transportation Improvement Program from July 1, 2019 through July 31, 2019. This public comment period was posted on the LCVMPO website, promoted at LCVMPO regularly scheduled meetings, and advertised in the Lewiston Tribune newspaper on June 30, 2019 as well as July 7, 2019. Individuals were also encouraged to attend the July 24, 2019 LCVMPO TAC meeting to give in person comments.

Comments Received: none