

2022-2026 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM
Lewis-Clark Valley Metropolitan Planning Organization



Public Comment Period – July 1, 2021 through July 31, 2021
Recommended Approval by MPO TAC: July 28, 2021
Adopted by the Policy Board: September 9, 2021

Minor Modification 21-09, Interstate Bridge Painting, pg. 12, approved by the Director 9/13/21
Minor Modification 21-10, Interstate Bridge Paining, pg. 12, approved by the Director 9/14/21
Minor Modification 21-11, Clearwater Memoria Bridge, pg. 12 approved by the Director 10/5/21

**LEWIS-CLARK VALLEY MPO POLICY BOARD MEMBERSHIP
(September, 2021)**

City of Asotin, Washington

Dwayne Paris

City of Clarkston, Washington

John Murray

City of Lewiston, Idaho

Bob Blakey, Kevin Kelly, Dustin Johnson

Asotin County, Washington

Brian Shinn

Nez Perce County, Idaho

Doug Havens

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

LCVMPO STAFF

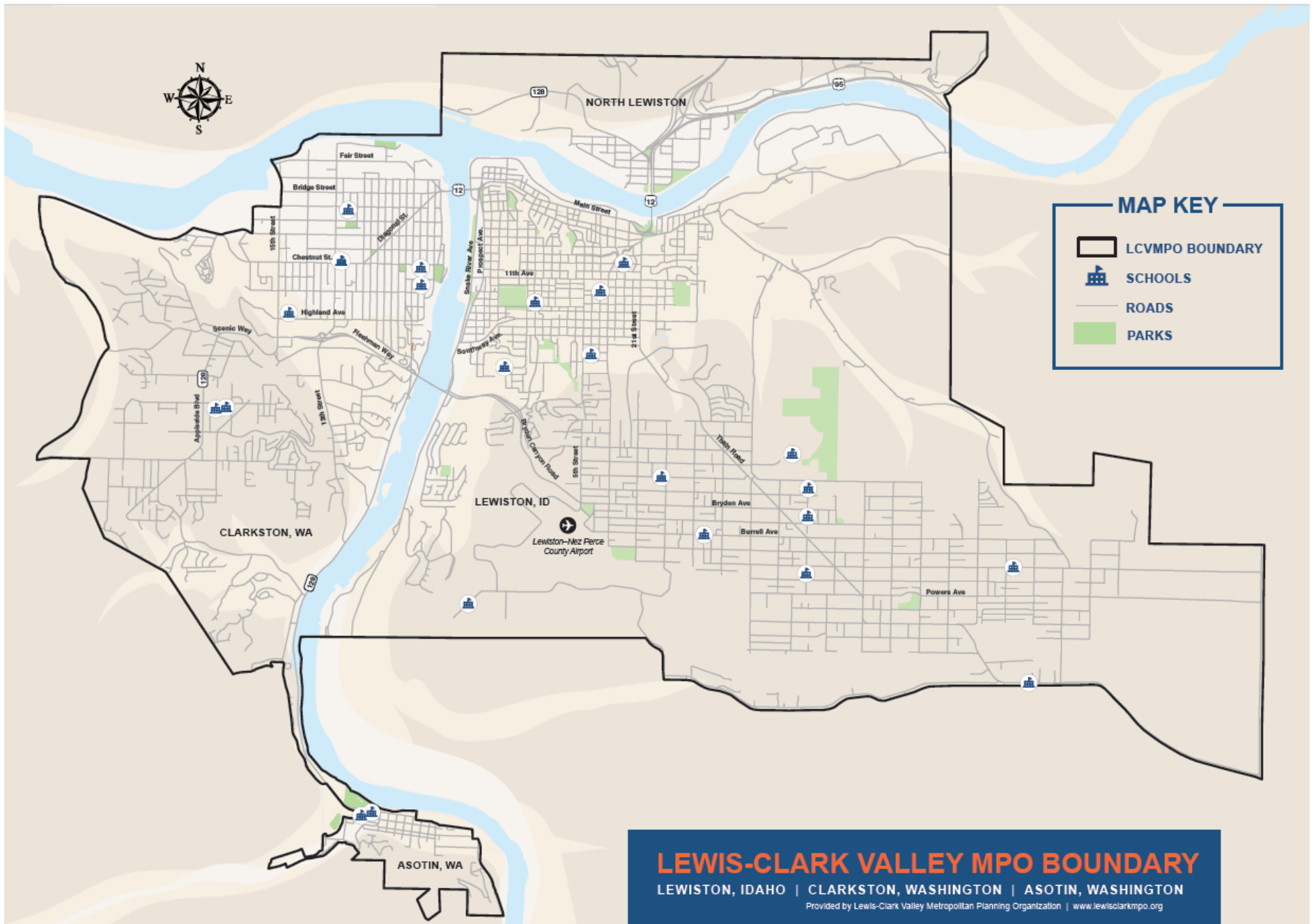
Shannon Grow, Director

TABLE OF CONTENTS

TABLE OF CONTENTS	3
LIST OF TABLES	3
LEWIS-CLARK VALLEY METROPOLITAN PLANNING ORGANIZATION	4
INTRODUCTION	6
DEVELOPMENT OF THE TRANSPORTATION IMPROVEMENT PROGRAM	6
REGIONAL TRANSPORTATION PLAN GOALS/OBJECTIVES AND POLICIES.....	7
PERFORMANCE BASED PLANNING & PROGRAMMING AND SYSTEM PERFORMANCE.....	8
AIR QUALITY CERTIFICATION STATEMENT	11
FY2022 - FY2026 PROJECT LIST.....	12
FINANCIAL PLAN	17
APPENDIX A: Self Certifications	20
APPENDIX B: Public Participation	24

LIST OF TABLES

Table 1 Performance Measures Applicable to the LCVMPPO	9
Table 2: TIP Projects to Positively Affect State Targets.....	10
Table 3: Project List	12
Table 4: Anticipated Revenues	17
Table 5: Funding for Operations and Maintenance	18
Table 6: Anticipated Transit Revenues	19



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 joint powers agreement (JPA) 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 who are locally elected appointed officials and/or appointed persons to provide leadership for regional transportation planning. The Policy Board 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 2022-2026 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 2022-2026 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. MPOs consider planning factors (23CFR450.306(b)) in their consideration of projects. These planning factors are found on pages 7-8 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. Most projects in the TIP are federally funded. Project selection occurs at either the metropolitan level or at the state level (or the State's designee). At the metropolitan level, performance measures applicable to the LCVMPO are considered during the call for projects, which typically occurs early in the year if funds are available. 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

After the TIP is initially approved, the process with which to amend the TIP 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, additional funds to obligated projects, 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 December 10, 2020 the MPO Policy board approved Valley Destinations 2040 2.0, 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 ensuring 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 Based Planning and Programming and System Performance

Since the passage of Moving Ahead for Progress in the 21st Century (MAP-21) in 2012, States and MPOs are required to incorporate a more comprehensive performance based approach to decision making. This has continued with the FAST Act, the current transportation bill, and the passage of performance measures. Established transportation performance measures and targets gauge the success of investments and strategies in MPOs, States, and nationally.

National Performance Measures

The FAST Act identifies six national performance categories nationally. These performance categories include Safety, Infrastructure Condition, System Reliability, Congestion, and Freight Movement/Economic Vitality. The LCVMPPO is a bi-state MPO in the States of Idaho and Washington. As such, when it comes to performance measures it is necessary to review, understand, and contribute or support both state's performance and targets. [FHWA's State Performance Dashboard and Reports website](#) shows each State's baseline conditions, targets, and progress towards attainment of its targets for each of the applicable Federal performance measures. The LCVMPPO has elected to support both Idaho and Washington State targets as the DOTs strive to identify and program projects to achieve targets set in each category.

Not all of these measures are applicable within the LCVMPPO region. Table 1 on the next page shows the LCVMPPO Region's applicable performance measurement categories, required measurements within that category, each State's condition, and the condition within the LCVMPPO. The LCVMPPO's conditions are provided by the ITD and WSDOT.

Table 1 Performance Measures applicable to the LCVMPPO

Safety – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads. Measurements include:				
Measure	Idaho		Washington	
	State	LCVMPO	State	LCVMPO
Fatalities (five-year rolling average)	226.2 (2018)		531.6 (2018)	0.8 (2018)
Rate of Fatalities (five-year rolling average)	1.328 (2018)		0.880 (2018)	1.096 (2018)
Serious Injuries per year (five-year rolling average)	1,297.4 (2018)		2,154.6 (2018)	3.6 (2018)
Rate of Serious Injuries (five-year rolling average)	7.642 (2018)		3.560 (2018)	4.858 (2018)
Number of non-motorized fatalities and serious injuries (five-year rolling average)	125.0 (2018)		559.4 (2018)	1.8 (2018)
Infrastructure Condition – To maintain the highway infrastructure asset system in a state of good repair. Measurements include:				
Measure	Idaho		Washington	
	State Condition	LCVMPO	State Condition	LCVMPO
Percentage of non-Interstate pavement on the NHS Good condition	46.3% (2020)	25.2% (2020)	7.8% (2017)	15.5% (2017)
Percentage of non-Interstate pavement on the NHS in poor condition	0.8% (2020)	0.00% (2020)	9.7%(2017)	84.5% (2017)
Percentage of Bridges on the NHS classified as in Good Condition	18.94% (2017)	0.00% (2017) ¹	32.9% (2017)	n/a
Percentage of Bridges on the NHS classified as in Poor Condition	2.31% (2017)	0.00% (2017) ¹	7.8% (2017)	n/a
System Reliability – To improve the efficiency of the surface transportation system. Measurements include:				
Measure	Idaho		Washington	
	State Condition	LCVMPO	State Condition	LCVMPO
Percentage of the Non-Interstate NHS Providing Reliable Travel	91.49% (2017)	96.29% (2017)	Not determined	Not determined

¹ The Interstate Bridge and Clearwater Memorial Bridge both have a “Fair” condition in 2017.

Table 2 shows a sampling of corridor projects that would positively affect state targets.

Table 2 TIP Projects to Positively Affect State Targets
Performance Measures

Project	Safety	Pavement and Bridge	System Reliability	Freight/Economic Vitality
Snake River Avenue	X	X	X	
9 th Street Grade	X	X		
Bryden Avenue Reconstruction	X	X	X	X
US 12 Bypass Railroad Track Removal	X			
Snake River Interstate Bridge Painting		X		
Cleawater Memorial Bridge	X	X	X	X
2 nd /Bridge/Diagonal Intersection Improvement	X		X	X
US 12 / Snake River Clarkston Bridge - Bridge Rehabilitation	X	X		
SR 129/Highland Ave to US 12 ADA Compliance	X			X
13 th Street Roundabouts	X		X	

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 “Adequate” or better by the end of FFY2022.

Goal 2: Reduce the number of revenue vehicles exceeding their useful life benchmark (ULB) by 3% annually.

Goal 3: Monitor the non-revenue support vehicles to ensure that those posing a safety risk are removed from use.

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 LCVMPPO 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”.

The FY2022 – FY2026 TIP has included project funding for transit vehicles that will keep rolling stock in above minimum ratings in the MPO. This funding can be found in Key #14210 on page 13 and Key# 0233 on page 16.

AIR QUALITY CERTIFICATION STATEMENT

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

FY2022 – FY2026 Project List

The following tables are the proposed projects by State and project category for FY2022 – FY2026.

Table 3: Project List -Idaho Road

Key #: Project Description	Project Sponsor	Funding Category	Phase	FY2022	FY2023	FY2024	FY2025	FY2026	PD	Lifetime Costs				
										local	state	fed	total	
Metropolitan Planning	LCVMPO		Key #	20619	22107	22493	22997							
		MET		76	76	76	76	76						
		STP	Key #	23037	22022	22440								
				25	25	25	25	25						
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/PC								14		183	197
		STP-U	RW/LP								5		62	67
		STP-U	CE/CN					1,528	967	1,079		1,416	2,495	
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. PM-2													
	Lewiston	STP-U	PE								17		219	236
		STP-U	RW/LP								3		40	43
		STP-U	CN					2,202	259		1,943	2,202		
Key# 20024 Bryden Avenue Reconstruction Phase 1	Description: Reconstruct Bryden Avenue from 4 th Street to 7 th Street.													
	Lewiston	STP-U	PE								37		463	500
		STP-U	CN					3,655	269		3,386	3,655		
Key# 22781 US 12, Bypass RR Track Removal	Description: Remove three railroad track crossings on the US-12 Bypass near the blue bridge between Lewiston, ID and Clarkston, WA.													
	Lewiston	ST	PE	35								35		35
		ST	CN	290							60	230		290
Key #: 20691 Snake River Interstate Bridge MM21-09, MM21-10	Description: Bridge painting. Costs shared between ITD and WSDOT. MM21-09 Minor adj to costs. MM21-10 Costs moved from CN to PC.													
		BR	PC	1,000	5,800							513	6,487	7,002
Key #: 20513 US 12 Clearwater Memorial Bridge MM21-11	Description: Replacing superstructure with wider sidewalks and travel lanes. MM21-11 Cost Adjustments.													
	ITD	BR	PE									162	2,051	2,213
		BR	CN		17,845	9,364						1,970	24,878	26,849
			Total PE	1,136	5,901	101	101	101						
			Total RW											
			Total CN	290	17,845	9,364		1,528	6,824					
			Total Programming	1,426	23,746	9,465	101	1,629	6,842					

Table 3 – Project List (Cont.)

Idaho (Cont.)

Transit

Key #: Project Description	Project Sponsor	Funding Category	Funding	FY2022	FY2023	FY2024	FY2025	FY2026	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	
ADA Complementary Paratransit Service Key#13772	Description: ADA Complementary Paratransit Service								
	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	72	
			Local	16	16	16	16	18	
			Total	81	81	81	81	90	
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	350	100	100	100	300	
			Local	87	25	25	25	75	
			Total	437	125	125	125	375	
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	50	50	
			Local	13	13	13	13	13	
			Total	63	63	63	63	63	
Metropolitan Planning Key #13771	LCVMPO	5303	N/A	19	19	19	19	19	
Total Programing				1,399	1,087	1,087	1,087	1,352	

Idaho Total Programing

Key #: Project Description	Project Sponsor	Funding Category	Phase	FY2022	FY2023	FY2024	FY2025	FY2026	
Road	N/A	N/A	N/A	1,366	18,751	9,843	101	101	
Transit	N/A	FTA	N/A	1,399	1,087	1,087	1,087	1,352	
Regionally Significant	N/A	N/A	N/A						

Table 3 – Project List (Cont.)

Washington														
Road														
Key #: Project Description	Project Sponsor	Funding Category	Phase	2022	2023	2024	2025	2026	PD	Lifetime Costs				
										local	state	fed	total	
Key #: 2019-01 2 nd St. / Bridge St. / Diagonal Intersection Improvement	Description: Reconfigure 2 nd St travel lane; signal and controls at 2 nd /Bridge/Diagonal; coordinate 2 nd /Bridge/Diagonal signal with Bridge/5 th signal. PM-1													
	Clarkston	STP	PE								25		160	185
		HSIP	PE								24			62
		HIF	PE								7		55	62
		STP	RW								45		289	334
		STP	CN		539	585	50				183		1,174	1,357
HSIP	CN		844								844	844		
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	207								9	207	216
NHPP		CN	6,446								132	6,446	6,577	
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 to PD. PM-2													
	WSDOT-SC	NHPP	PE							53		2	53	55
NHPP		CN							727		14	727	742	
Key #:512902J02 SR 129/Highland Ave to US 12 ADA Compliance	Description: Update existing curb ramps to meet ADA Compliance. PM-1													
	WSDOT - SC	STP	PE	368								15	368	383
STP		CN	2,035								41	2,035	2,076	
Key #: 13 th Street Roundabouts	Description: Mini Roundabouts on 13 th Street at the intersections of Elm, Poplar, Chestnut, Highland, and Libby Streets. PM-1.													
	Clarkston	STP(US)	PE								47		300	347
		STP(US)	RW		50						8		50	58
STP(US)		CN				750				117		750	867	
Key #: MPO Planning	Description: MPO Administration.													
	LCVMPO	STP	PE	25	25	25	25	25						
PL		PE	63	63	63	63	63			25		315	340	

Road - Totals

	2022	2023	2024	2025	2026
Total PE	661	88	88	88	88
Total RW	50				
Total CN	9,864	585	800		
Total Programming	10,575	673	888	88	88

Transit

Key #: Project Description	Project Sponsor	Funding Category	Phase	2022	2023	2024	2025	2026
Key #: 0217 Operating Assistance	Description: Operating Assistance							
	Asotin Co PTBA	5307	N/A	302	302	302	302	302
Key #: 0233 Bus and Bus Facilities	Description: Public Transportation Replacement Vehicle Purchase							
	Asotin Co PTBA	5339	N/A		80		80	
Metropolitan Planning	LCVMPO	5303	N/A	12	12	12	12	12
Total Programing				314	394	314	394	314

Total Washington Programing

Key #: Project Description	Project Sponsor	Funding Category	Phase	FY2022	FY2023	FY2024	FY2025	FY2026
Road	N/A	N/A	N/A	10,575	673	888	88	88
Transit	N/A	N/A	FTA	314	394	314	394	394

FINANCIAL PLAN

The MTIP is a fiscally constrained document. This means that for every project programmed in the MTIP, funding sources are identified and expected to be funded with foreseeable transportation funding over the life of the plan document. The LCVMPO adds an additional year and projects and/or project phases in preliminary development (PD) as well. Costs of projects are presented in “year of expenditure dollars”.

The projects programmed in the MTIP have anticipated revenues associated with them by phase, year, and funding source. If costs do not match anticipated revenues, adjustments are required to balance the program. Table 4 below shows the anticipated TIP revenues by year for the projects identified in Table 3 starting on page 12 of this document.

Table 4 Anticipated Revenues
(in thousands)

Fiscal Year	Idaho				Washington				LCVMPO
	Federal	State	Local/Other	Total	Federal	State	Local/Other	Total	Total
FY 2022	835	531	60	1,426	10,575	197	86	10,858	12,284
FY 2023	17,382	1,369		18,751	673		84	757	19,508
FY 2024	9,128	715		9,843	888		122	1,010	10,853
FY 2025	101			101	88		5	93	194
FY 2026	1,517	112		1,629	88		5	93	1,722
PD	6,323		501	6,824	780	16		796	7,620
Total	35,286	2,727	561	38,574	13,092	213	302	13,607	52,181

Federal funds are available to local communities for roadway, bridge, bicycle and pedestrian improvements as well as the operation and maintenance of public transportation system. Most of the available federal funds are dispersed on a statewide basis. However, Surface Transportation Program (STP) funding is distributed to the LCVMPO urban area by the State DOTs. The Idaho side of the LCVMPO area is allocated approximately \$373,000 annually. In Idaho, the STP funds are “balanced” with the other urbanized areas in the State. This allows the LCVMPO to budget multiple years at a time for larger projects. In Washington, the LCVMPO is allocated approximately \$609,000 per year. The LCVMPO must obligate those funds each year to meet targets set by the Obligation Authority (OA) committee. The LCVMPO awards projects STP funds to fulfill regional needs.

Operations and Maintenance in the Lewis-Clark MPO Region

Local funds are also essential to help to cover the transportation system needs that exceed state and federal funding limitations for roadway operations and maintenance. The Idaho jurisdictions in the LCVMPPO have various sources of local funding, with the bulk of the funding coming from property taxes and highway user fees distributions from the State. In Washington, all jurisdictions utilize fuel and property taxes in their transportation budgets. Local revenue forecasts are presented in Table 5 below. Only a portion of Nez Perce County and Asotin County are in the LCVMPPO area; revenues have been prorated to show the portion expected to be spent within the LCVMPPO area from 2021 – 2026. Forecast years are based on a rate of 3% annual growth.

Table 5 Funding for Operations and Maintenance
(in thousands)

Jurisdiction	2022	2023	2024	2025	2026	Total
Idaho						
City of Lewiston	\$1,561	\$1,607	\$1,656	\$1,706	\$1,757	\$8,287
Nez Perce County ⁽¹⁾	\$95	\$98	\$101	\$104	\$107	\$505
Idaho Total						\$8,792
Washington						
Asotin County	\$928	\$956	\$985	\$1,014	\$1,045	\$4,928
City of Clarkston	\$1,294	\$1,333	\$1,373	\$1,414	\$1,457	\$6,871
City of Asotin	\$91	\$95	\$97	\$100	\$103	\$486
Washington Total						\$12,285

⁽¹⁾ Maintenance is based on a percentage of roads within the L-C Valley MPO area.

Transit Funding

There are three primary funding sources available for funding the transit agencies two public transit agencies of the LCVMPPO. 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. Table 6 on the next page shows the anticipated revenues for Lewiston Transit and the Asotin County PTBA. In addition, the LCVMPPO is allocated FTA Section 5310 small urban funding to distribute to agencies in Idaho. Transit activities are programmed on page 13 for Idaho and page 16 for Washington.

Table 6 Anticipated Transit Revenues

Transit Agency	Source	FY2022	FY2023	FY2024	FY2025	FY2026
Asotin County Public Transportation Benefit Area (PTBA)	FTA 5307	\$318,522	\$321,707	\$324,924	\$328,173	\$331,455
	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	\$936,691	\$974,825	\$973,322	\$992,188	\$1,031,432
	PTBA Total	\$1,316,563	\$1,337,882	\$1,359,596	\$1,381,711	\$1,404,237
Lewiston Transit	FTA 5307	\$501,246	\$506,258	\$511,321	\$516,434	\$521,598
	FTA 5339	\$350,000	\$100,000	\$100,000	\$100,000	\$300,000
	Passenger Revenue	\$38,200	\$38,500	\$38,700	\$38,900	\$40,000
	General Fund/Other	\$503,000	\$446,030	\$450,490	\$454,995	\$509,545
	Lewiston Total	\$1,392,446	\$1,090,788	\$1,100,511	\$1,110,329	\$1,171,144
LCVMPO	ID FTA 5310	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Total		\$2,759,009	\$2,478,670	\$2,510,107	\$2,254,041	\$2,625,380

Appendix A: Self-Certifications

LEWIS-CLARK VALLEY MPO SELF CERTIFICATION

Certification

LCVMPO certifies that the projects contained in the FY 2022-2026 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 2022-2026 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:

**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;
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; and
11. Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR part 200).

MPO

WSDOT

Signature

Signature

Shannon Grow

Anna Ragaza-Bourassa

Printed Name

Printed Name

LCVMPO Director

Regional Coordinator

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

Shannon Grow
Director

Ken Kanownik, Planning Services Manager
Division of Engineering Services

Date

Date

APPENDIX B: PUBLIC PARTICIPATION

The LCVMPPO held an open comment period for the FY2022 – FY2026 Transportation Improvement Program from July 1, 2021 through July 31, 2021. 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 27, 2021 as well as July 4, 2021. Individuals were also encouraged to attend the July 28, 2021 LCVMPPO TAC meeting to give in person comments. The LCVMPPO would also accept any comments up through the Policy Board held on September 9, 2021.

Comments Received: none