2026-2030 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

Lewis-Clark Valley Metropolitan Planning Organization

Public Comment Period – July 1, 2025, through July 31, 2025
MPO TAC Meeting – Public Comment Accepted: July 23, 2025
Recommended Approval by MPO TAC: August 27, 2025
Adopted by the Policy Board: September 11, 2025
Adopted by FHWA: (date to be added)

Amendments:

- Minor Modification 26-01, Snake River Avenue Southway to 11th Ave, Table 3, approved by Director 12/3/2025
- Minor Modification 26-02, 13th Street Intersection Improvements, Table 4, approved by Director 01/08/2026

LEWIS-CLARK VALLEY MPO POLICY BOARD MEMBERSHIP (September 2025)

City of Asotin, Washington
Dwayne Paris
City of Clarkston, Washington
Sarah Reaves
City of Lewiston, Idaho
Dustin Johnson, Jim Kleeburg, Kathy Schroeder
Asotin County, Washington
Brian Shinn, Joshua Malkin
Nez Perce County, Idaho
Hannah Liedkie

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

Rebecca Couch, Director

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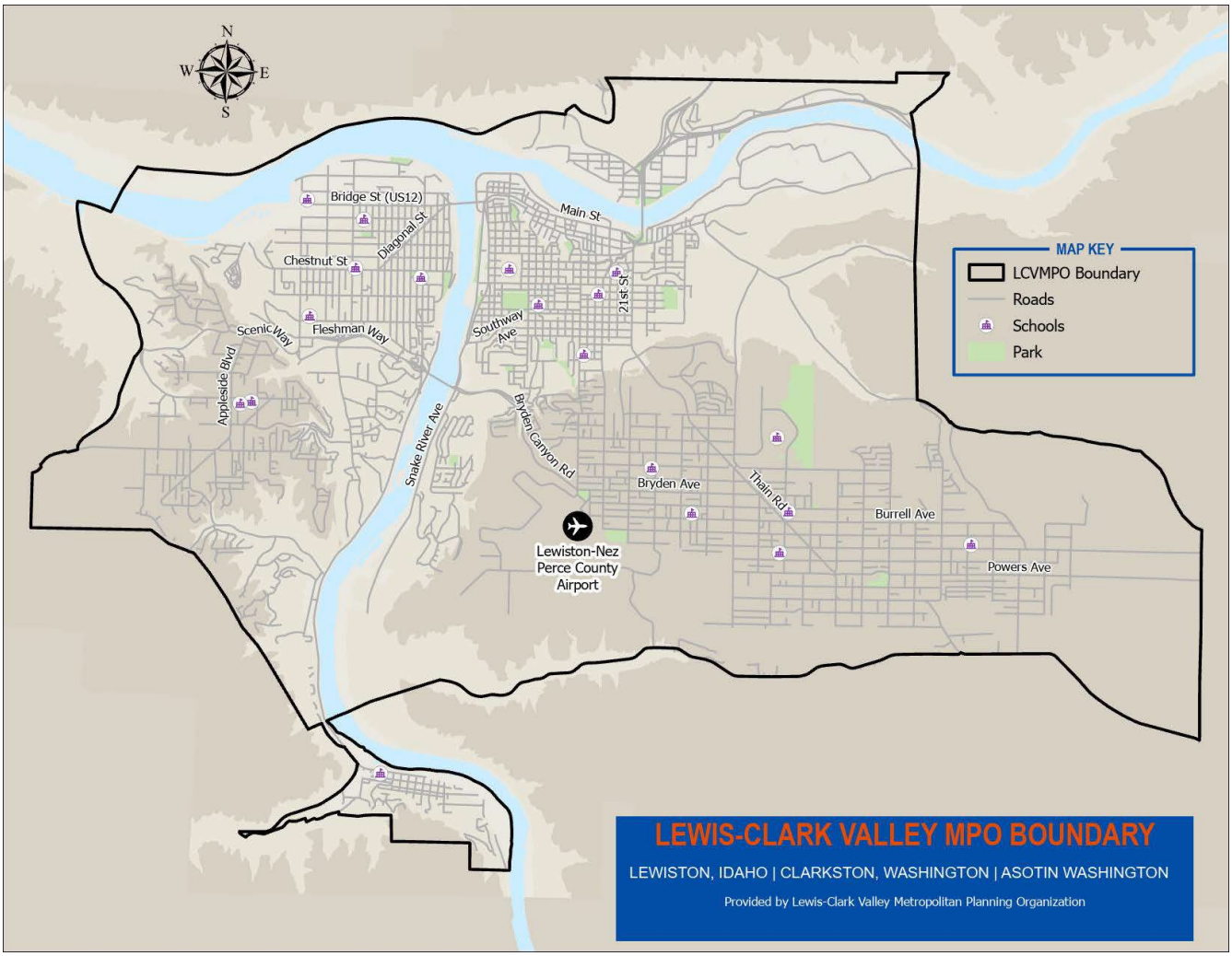

INTRODUCTION

The Lewis-Clark Valley Metropolitan Planning Organization (LCVMPO) is the state certified Metropolitan Planning Organization (MPO) 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. LCVMPO planning activities are defined in the Unified Planning Work Program (UPWP).

The LCVMPO is overseen by a Policy Board of 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 (TAC) which is comprised of professionals working in transportation management/planning for public agencies in the region, whether it is for a city, county, transit agency, tribe, port, airport, multi-modal interest, or state. The MPO provides staff support to both the Policy Board and 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).

BACKGROUND INFORMATION

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 2026-2030 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 2026-2030 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 comments.

MODIFICATIONS TO THE TIP

After the TIP is initially approved, the process to amend the TIP 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 $100,000 increase or no more than 50% 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.

Metropolitan TIP Amendments – Adding a project, deleting a project, increases to a project's total programmed amount of more than $100,000 or more than 50% of the total project, and the addition of federal funds to a project that does not have federal funds previously programmed in the TIP 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) *federal* 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[1], 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 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.

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1 Fixing America's Surface Transportation (FAST) Act, approved December 4, 2015, identifies 10 planning factors, which included the 8 planning factors from MAP-21, and added the following factors. All of these planning factors are adopted in the most recent transportation bill, Infrastructure Investment and Jobs Act (IIJA):

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.

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.

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 LCVMPO 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 LCVMPO 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 LCVMPO region. Table 1 on the next page shows the LCVMPO Region's applicable performance measurement categories, required measurements within that category, each State's condition, and the condition within the LCVMPO. The LCVMPO's conditions are provided by the ITD and WSDOT.

Table 1: Performance Measures Applicable to the LCVMPO

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)	238.0 (2024)		461.3 (2024)	477.0 (2025)
Rate of Fatalities (five-year rolling average)	1.33 (2024)		0.787 (2024)	0.818 (2025)
Serious Injuries per year (five-year rolling average)	1,224 (2024)		1,939.4 (2024)	2016.9 (2025)
Rate of Serious Injuries (five-year rolling average)	6.820 (2024)		3.309 (2024)	3.458 (2025)
Number of non-motorized fatalities and serious injuries (five-year rolling average)	116 (2024)		465.6 (2024)	469.3 (2025)
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	39% (2022)	25.2% (2020)	17.6% (2022)	15.5% (2017)
Percentage of non-Interstate pavement on the NHS in poor condition	0.7% (2022)	0.00% (2020)	4.4% (2022)	84.5% (2017)
Percentage of Bridges on the NHS classified as in Good Condition	22.3% (2022)	0.00% (2021)[1]	32% (2022)	n/a
Percentage of Bridges on the NHS classified as in Poor Condition	2.3% (2022)	0.00% (2021)[1]	8.5% (2022)	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	92.2% (2022)	96.29% (2017)	89.3% (2022)	Not determined

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

Table 2 below 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
8th Street Safety Improvements	X		X	X
9th Street Grade	X	X		
Bryden Avenue Reconstruction	X	X	X	X
8th Street Bike/Ped Improvements	X		X	
Bryden Canyon Road Safety Improvements	X	X	X	X
13th Street Intersection Improvements	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 three targets (goals). They are:

- Goal 1: Reduce the number of revenue vehicles that have met or exceeded their ULB by 3% annually.
- Goal 2: Maintain Facilities at or above a 3 on the condition scale.
- Goal 3: Monitor the non-revenue support vehicles to ensure that those posing a safety risk are removed from use.

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 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".

The FY2026 – FY2030 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 Table 3.1, Key #14210 and Table 4.1, Key #0233.

AIR QUALITY CERTIFICATION STATEMENT

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

FY2026 – FY2030 Project Lists

The following tables are proposed projects for the LCVMPO by state and project category for FY2026 – FY2030.

Table 3: Project List - Idaho Road Projects

(in thousands)

Key #: / Project Title:	Project Sponsor	Funding Category	Phase	FY2026	FY2027	FY2028	FY2029	FY2030	PD	Lifetime Costs local	state	fed	total
Metropolitan Planning	LCVMPO		Key #:	23402	23769	23770	23771	ORN24889					
		MET		85	85	85	85	85					
			Key #:	23318	22021	23686	ORN25022	ORN25023					
		STBG		25	25	25	25	25					
Key #: 18938	**Description:** Reconstruct 9th Street Grade roadway, retaining wall and elevated sidewalk from 5th Ave to Idaho St. PM-2												
9th Street Grade, 5th Ave to Idaho Street	City of Lewiston	STBG	PL/PC/PE	100						25		311	$336
		STBG	RW/LP										$0
		STBG	CN			3,643				267		3,376	$3,643
Key #: 20024	**Description**: Reconstruct Bryden Avenue from 4th Street to 7th Street.												
Bryden Avenue Reconstruction Phase 1	City of Lewiston	STBG	PE/PC										$0
		STBG	RW/LP					3,128		230		2,898	$3,128
		STBG	CN						3,513	5,542		3,255	$8,797
Key #: 24379	**Description:** Curb, gutter, sidewalk on 1200-1300 block of Burrell Ave.												
Burrell Ave Sidewalk Infill	City of Lewiston	Carbon	PC/PL/PE										$0
		Carbon	CN/CC CE/CL	502							37	465	$502
Key #: 24607	**Description:** Design corridor lighting, install new illumination, and restripe the area between 7th Avenue and 5th Avenue to add a two-way turn lane.												
8th Street Safety Improvements	City of Lewiston	HSIP	CC/CN		1,769					130		1,639	$1,769
Key #: 24680	**Description:** Construct 300' of concrete sidewalk, 32 ADA compliant pedestrian ramps, and 2,300' of new bicycle route. This will provide accessible sidewalk between 10th and 11th Ave, ADA compliant ramps from 7th Ave to 11th Ave, and provide a new bicycle route the entire project length from 5th Ave to 11th Ave.												
8th Street Bike/Ped Improvements	City of Lewiston	STBG-SA	PE/PC	91						7		84	$91
		STBG-SA	CN/CE		469					34		435	$469
Key #: ORN25054	**Description:** Mill and overlay between Southway Bridge and 8th Street on/off ramps, install warning signs, curve advance warning and/or dynamic speed warning with flashing beacons, installation of signs and reflectors for freezing temperature warning, potential speed limit flashing LED signs, potential rumble strips, and the reconstruction of pedestrian ramps at Southway Bridge.												
Bryden Canyon Road Safety Improvements	City of Lewiston	HSIP	PE/PC/PL	348						26		322	$348
		HSIP	CE/CC/ CL/CN			1,733				127		1,606	$1,733
Key #: 23881	**Description:** Safety improvements on Gun Club Road from Lapwai Road to Stewart Avenue.												
Gun Club Road Safety Improvements	Nez Perce County	LSIP	CE/CC										$0
		LSIP	CL/CN	1,187						87		1,100	$1,187
Key #: 23652	**Description:** Improving the intersection geometry on SH128 at the Down River Road / N&S Highway Intersection. This project will also conduct a planning/traffic study on the SH128/US12 Junction.												
SH128 Down River Road Intersection Improvements	ITD	HSIP	PE/PC	56		100					48	602	$650
		HSIP	RW/LP					8				8	$8
		HSIP	CN						1,851		136	1,715	$1,851
Key #: 13443	**Description:** Widen and resurface Snake River Avenue from Southway Bridge to 11th Avenue. Project includes curbs, gutters, sidewalks, storm drainages, and utility adjustments. MM 26-01: Adding project into 2026 STIP as it should've rolled over from 2025, increase in local funds and STBG funds moved from RW to CN.												
Snake River Avenue; Southway Bridge to 11th Avenue MM 26-01	Lewiston	STBG	PL/PC							14		183	$197
		STBG	RW/LP							5		62	$67
		STBG	CE/CN	3,362						3,472		3,362	$6,834

	Idaho Road Project Totals				
	FY2026	**FY2027**	**F2028**	**FY2029**	**FY2030**
Total PE	$705	$110	$210	$110	$110
Total RW	$0	$0	$0	$0	$3,136
Total CN	$5,051	$2,238	$5,376	$0	$0
Total Programming	**$5,756**	**$2,348**	**$5,586**	**$110**	**$3,246**

Table 3.1: Project List - Idaho Transit

(in thousands)

Key #: Project Title:	Project Sponsor	Funding Category	Funding	FY2026	FY2027	FY2028	FY2029	FY2030
Key #: 13776	**Description:** Fixed route and demand response public transportation operations in Lewiston, Idaho.							
Transit Operations	Lewiston	5307	Fed	800	800	800	800	800
			Local	800	800	800	800	800
			Total	1600	1600	1600	1600	1600
Key #: 13772	**Description**: ADA Complementary Paratransit Service							
ADA Complementary Paratransit Service	Lewiston	5307	Fed	200	200	200	200	200
			Local	50	50	50	50	50
			Total	250	250	250	250	250
Key #: 13773	**Description:** Preventative maintenance for rolling stock to support demand response and fixed route operations in Lewistion, Idaho.							
Preventative Maintenance	Lewiston	5307	Fed	95	95	95	95	95
			Local	24	24	24	24	24
			Total	119	119	119	119	119
Key #: 14211	**Description:** Includes design and construction of transit facilities, software and hardware items, signs, shelters, benches.							
Transit Capital	Lewiston	5307	Fed	160	80	80	80	80
			Local	40	20	20	20	20
			Total	200	100	100	100	100
Key #: 14210	**Description:** Replace, rehabilitate and purchase buses and related equipment and to construct bus related facilities.							
Bus and Bus Facilities	Lewiston	5339	Fed	125	375	125	125	125
			Local	31	94	31	31	31
			Total	156	469	156	156	156
Key #: 19770	**Description:** Improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options.							
Enhanced Mobility of Seniors & Individuals with Disabilities	LCVMPO	5310	Fed	62	62	62	62	62
			Local	15	15	15	15	15
			Total	77	77	77	77	77
Key #: 13771	**Description:** Regional Transportation Planning							
Metropolitan Planning	LCVMPO	5303	N/A	19	19	19	19	19

Total ID Transit Programming	$2,421	$2,634	$2,321	$2,321	$2,321

Table 4: Project List - Washington Road Projects

(in thousands)

Key #: Project Title:	Project Sponsor	Funding Category	Phase	FY2026	FY2027	FY2028	FY2029	FY2030	PD	Lifetime Costs local	state	fed	total
Metropolitan Planning	LCVMPO												
		MET		63	63	63	63	63					
			Key #: 0232										
		STBG		25	25	25	25	25		125		315	$440
Key #: 0202	**Description:** Improve roadway geometrics, drainage, surfacing, reconstruct and widen 2 lane roadway to 28' and install guardrail.												
Snake River Road Unit A (MP 19.00-19.71)	Asotin Co	STBG	PE										$0
		STBG	CN	708						1,376		708	$2,084
		HSIP	CN	551					3,492		551		$551
Key #: 14378	**Description**: Improve roadway geometrics, drainage, surfacing, reconstruct and widen 2 lane roadway to 28' and install guardrail.												
Snake River Road Unit B (MP 19.71-20.55)	Asotin Co	STBG	PE	6						18	221	6	$245
		CRAB	PE	221									
		STBG	CN			376				18	3,550	376	$3,944
		CRAB	CN			3,550							
Key #: 14379	**Description:** Improve roadway geometrics, drainage, surfacing, reconstruct and widen 2 lane roadway to 28' and install guardrail.												
Snake River Road Unit C (MP 20.55-21.97)	Asotin Co	STBG	PE		9					26	319	9	$354
		CRAB	PE		316								
		STBG	CN						549	16	5,083	549	$5,648
		CRAB	CN						5,083				
Key #: 0218	**Description:** Replace existing single lane bridge.												
Wenatchee Creek Bridge Replacement	Asotin Co		PE										
		CRAB	CN	1,270						141	1,270		$1,411
Key #: WA-14382	**Description:** Install sidewalk, ADA ramps around Heights Elementary and Lincoln Middle School.												
Heights Elementary, Lincoln Middle School Phase III	Asotin Co		PE							41			$41
		TA (RTPO)	CN	206								206	$206
Key #: WA-16831	**Description:** Chip seal, fog seal, and striping.												
Fleshman Way Chip Seal	Asotin Co	NHS	PE	43								43	$43
		NHS	CN	430								430	$430
Key #: WA-16832	**Description:** Install/upgrade signing, pavement markings, and illumination.												
15th Street Improvements Phase I	Asotin Co	HSIP	PE	101								101	$101
		HSIP	CN	749								749	$749
Key #: 13278	**Description:** Improve intersection safety for motorists and pedestrians by constructing mini roundabouts at the intersections of 12th St and Poplar St, and 13th St and Highland Ave in Clarkston, WA. Improvements at both intersections include updated ADA ramps, pedestrian refuge islands, updated signage, pavement markings, new asphalt surfacing, stamped concrete splitter islands, and RRFB's. MM26-02 Remove RW phase (obligated 11/2025), adding unused RW funds of $3,500 to CN phase.												
13th Street Intersection Improvements, Phase 1 MM26-02	City of Clarkston	STBG	PE										$0
		STBG	RW									47	$47
		STBG	CN	964								964	$964

	Washington Road Project Totals				
	FY2026	**FY2027**	**F2028**	**FY2029**	**FY2030**
Total PE	$459	$413	$88	$88	$88
Total RW	$0	$0	$0	$0	$0
Total CN	$4,878	$0	$3,926	$0	$0
Total Programming	**$5,337**	**$413**	**$4,014**	**$88**	**$88**

Table 4.1: Project List - Washington Transit

(in thousands)

Key #: Project Title:	Project Sponsor	Funding Category	FY2026	FY2027	FY2028	FY2029	FY2030
Key #: 0217	**Description:** Operating Assistance						
Operating Assistance	Asotin Co PTBA	5307	437	437	437	437	437
Key #: 0233	**Description:** Public transportation replacement vehicle purchase						
Bus and Bus Facilities	Asotin Co PTBA	5339		80		80	
	Description: Regional Transportation Planning						
Metropolitan Planning	LCVMPO	5303	12	12	12	12	12
Total WA Transit Programming:			$449	$529	$449	$529	$449

Table 5 below provides a summary of all regionally significant projects programmed for Idaho and Washington, both road and transit projects.

Table 5: Total Projects Summary - Idaho and Washington

(in thousands)

Idaho Total Projects Summary

	FY2026	FY2027	F2028	FY2029	FY2030
Road	$5,756	$2,348	$5,586	$110	$3,246
Transit	$2,421	$2,634	$2,321	$2,321	$2,321
Regionally Significant	$8,177	$4,982	$7,907	$2,431	$5,567

Washington Total Projects Summary

	FY2026	FY2027	F2028	FY2029	FY2030
Road	$5,337	$413	$4,014	$88	$88
Transit	$449	$529	$449	$529	$449
Regionally Significant	$5,786	$942	$4,463	$617	$537

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 5 below shows the anticipated TIP revenues by year for the Idaho and Washington road projects in the tables beginning on page 10 of this document.

Table 6: Anticipated Road Project Revenue

(in thousands)

	Idaho				Washington				LCVMPO
Fiscal Year	Federal	State	Local/ Other	TOTAL	Federal	State	Local/ Other	TOTAL	TOTALS
FY2026	$2,394		$176	$2,570	$1,983		$146	$2,129	$4,698
FY2027	$2,348		$172	$2,520	$1,683		$124	$1,807	$4,327
FY2028	$5,586		$410	$5,996	$4,014		$295	$4,309	$10,305
FY2029	$110		$8	$118	$88		$6	$94	$213
FY2030	$3,246		$238	$3,484	$88		$6	$94	$3,579
TOTAL	$13,684	$0	$1,004	$14,688	$7,856	$0	$577	$8,433	$23,121

Federal funds are available to local communities for roadway, bridge, bicycle and pedestrian improvements as well as the operation and maintenance of the 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 $573,000 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 $600,000 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 LCVMPO 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 LCVMPO 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 7 below. Only a portion of Nez Perce County and Asotin County are in the LCVMPO area; revenues have been prorated to show the portion expected to be spent within the LCVMPO area from 2026 – 2030. Forecast years are based on a rate of 3% annual growth.

Table 7: Funding for Maintenance & Operations

(in thousands)

Jurisdiction	2026	2027	2028	2029	2030	Total
Idaho						
City of Lewiston	$1,757	$1,810	$1,864	$1,920	$1,978	$9,328
Nez Perce County*	$107	$110	$114	$117	$120	$568
					Idaho Total	**$9,896**
Washington						
Asotin County	$1,045	$1,076	$1,109	$1,142	$1,176	$5,548
City of Clarkston	$1,457	$1,501	$1,546	$1,592	$1,640	$7,735
City of Asotin	$103	$106	$109	$113	$116	$547
					Washington Total	**$13,830**

* Maintenance is based on a percentage of roads within the LCVMPO area.

Transit Funding

There are three primary funding sources available for funding the 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. Table 8 on the next page shows the anticipated revenues for Lewiston Transit and the Asotin County PTBA. In addition, the LCVMPO is allocated FTA Section 5310 small urban funding to distribute to agencies in Idaho. Transit activities are programmed in Table 3.1 for Idaho and Table 4.1 for Washington.

Table 8: Anticipated Transit Revenues

Transit Agency	Funding Source	FY2026	FY2027	FY2028	FY2029	FY2030
Asotin County Public Transportation Benefit Area (PTBA)	FTA 5307	$423,599	$427,835	$432,113	$436,434	$440,799
	FTA 5339	$33,351	$33,351	$33,351	$33,351	$33,351
	Passenger Revenue	$37,000	$37,000	$37,000	$37,000	$37,000
	Other	$1,118,531	$1,140,902	$1,163,720	$1,186,994	$1,210,734
	PTBA Total	**$1,612,481**	**$1,639,088**	**$1,666,184**	**$1,693,780**	**$1,721,884**
Lewiston Transit	FTA 5307	$669,102	$675,793	$682,551	$689,376	$696,270
	FTA 5339	$125,000	$375,000	$125,000	$125,000	$125,000
	Passenger Revenue	$37,500	$38,000	$38,500	$39,000	$39,500
	General Fund/Other	$516,211	$572,011	$627,011	$682,011	$737,011
	Lewiston Total	$1,347,813	$1,660,804	$1,473,062	$1,535,387	$1,597,781
LCVMPO	ID FTA 5310	$79,320	$79,320	$79,320	$79,320	$79,320
	Total (all agencies)	**$3,039,614**	**$3,379,212**	**$3,218,566**	**$3,308,487**	**$3,398,985**

Appendix A: Self-Certifications

LEWIS-CLARK VALLEY MPO SELF CERTIFICATION

Certification

LCVMPO certifies that the projects contained in the FY 2026-2030 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 2026-2030 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: _____Rebecca Couch_____
Rebecca Couch, LCVMPO Director

Date: September 11, 2025

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 23 CFR 450, Subpart C;*
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. *23 U.S.C 101 note 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, 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;*
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**
Rebecca Couch	A. Ragaza Bourassa
Signature	*Signature*
Rebecca Couch	Anna Ragaza-Bourassa
Printed Name	*Printed Name*
LCVMPO Director	Regional Coordinator
Title	*Title*
September 11, 2025	9/18/25
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

Rebecca Couch
Rebecca Couch
Director, LCVMPO

September 11, 2025
Date

Idaho Transportation Department

Scott Luekenga Digitally signed by Scott Luekenga
Date: 2025.09.23 15:35:41 -06'00'
Scott Lukenga, Planning Services Manager
Division of Engineering Services

Date

APPENDIX B: PUBLIC PARTICIPATION

The LCVMPO held an open comment period for the FY2026 – FY2030 Transportation Improvement Program from July 1, 2025, through July 31, 2025. 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 29, 2025, as well as July 6, 2025. Individuals were also encouraged to attend the July 23, 2025, LCVMPO TAC meeting to give in person comments. The LCVMPO would also accept any comments up through the Policy Board held on September 11, 2025.

Comments Received: None