

## **APPENDIX 12: Additional Funding**

### *Roadway Funding—Idaho*

Roadway funding for the Idaho side of the MPO comprises four distinct sub components. The State Highway System funding that comes into the urban area could be broken down further into National Highway System (NHS) funding and State Transportation Program (STP) funds. Still a third category is Earmarks into the urban area. For our purposes of estimating long-term funding into the metropolitan area we have considered these three funding sources together as State Highway System (SHS) funds coming into the Idaho side of the metropolitan area. In addition, the Lewiston area and a portion of Nez Perce County receive an STP-Urban allocation of funds. This is distributed to all Metropolitan areas in Idaho and balanced at quarterly meetings of the State DOT and the State MPOs. Discretionary funds make their way into the urban area on an irregular basis. These would include scenic byway funding that might be spent in the metropolitan area, rail crossing funds that are used to improve safety between trains and motorized vehicles, as well as several other funding sources that ITD does not distribute by formula. Finally, there is a local contribution that makes up the required match on projects, as well as funding some smaller roadway projects.

### *Enhancement—Idaho*

Enhancement funding is typically used for walking and bicycling pathways, as well as gateway treatments to improve livability and the appearance of the transportation system, and its linkages into the community.

### *Safety—Idaho*

The ITD office of Highway Safety gives out specific grants to local communities to help improve safety through improvements to the roadway network, promoting bicycle safety, increasing enforcement of traffic laws, and the development of analysis methods to track and monitor safety needs within the community.

### *CMAQ—Idaho*

Congestion Mitigation and Air Quality (CMAQ) funds are used to eliminate congestion and improve air quality. In Lewiston these funds have been used to study air quality and to establish baseline data for analysis should the area go out of attainment. However Asotin County is not eligible to receive these funds under WSDOT guidelines while Idaho is under ITD Board policy.

### *School Trip Safety—Idaho*

This is a new funding category under the current highway bill, SAFETEA-LU. These dollars will be used to improve transportation safety of school aged children through improvements to the sidewalk system, bike routes, pick-up and drop-off areas, identification of crossing improvements where school children must cross busy streets, etc.

*Transit—Idaho*

Lewiston has four main areas that comprise the funding for transit on the Idaho side of the MPO. The Federal apportionment is made up of both capital and operations dollars that fund both urban and some rural parts of the service. Each of these categories have specific allocations that make up the overall Federal apportionment. In addition, Idaho has apportioned two funding categories by formula to the various urban areas with transit systems in the State. Both the Jobs Access / Reverse Commute (JARC) and the New Freedom funds are new Federal programs. In addition there is the local match. Operations need to be matched with a 50% federal, 50% local funding to operate the system. Capital funds must be matched 80% federal and 20% local funds. Lewiston and Nez Perce County are looking for new funding for local match. Presently funds coming to transit are out of the general fund. A more stable and greater funding mechanism is being considered.

*Roadway—Washington*

Roadway funding for the Washington side of the MPO comprises five distinct sub components. The State Highway System funding that comes into the urban area could be broken down further into National Highway System (NHS) funding and State Transportation Program (STP) funds. Still a third category is Earmarks into the urban area. For our purposes of estimating long-term funding into the metropolitan area we have considered these three funding sources together as State Highway System (SHS) funds coming into the Washington side of the metropolitan area. Washington also apportions a portion of its federal allocation directly to the County. In addition Clarkston and Asotin and a portion of Asotin County get an STP—Urban allocation of funds. This is distributed to all Metropolitan areas in Washington. Discretionary funds make their way into the urban area on an irregular basis. These would include scenic byway funding that might be spent in the metropolitan area, rail crossing funds that are used to improve safety between trains and motorized vehicles, as well as several other funding sources that WSDOT doesn't distribute by formula. The State of Washington also allocates State transportation dollars through their Transportation Improvement Board (TIB). TIB funding is competitive, and is generally easier to compete for if projects are a part of a plan and Transportation Improvement Program. TIB funding must be applied for on an annual basis. Finally, there is a local contribution that makes up the required match on projects, as well as funding some smaller roadway projects.

*Enhancement—Washington*

Enhancement funding is typically used for walking and bicycling pathways, as well as gateway treatments to improve livability and the appearance of the transportation system, and its linkages into the community.

*Hazard Elimination—Washington*

The State of Washington disperses funds specifically for the improvement of unsafe roadway situations. This could be for improving sight distance, decreasing horizontal curvature, or signaling an intersection with congestion leading to a crash history.

*School Trip Safety—Washington*

This is a new funding category under the current highway bill, SAFETEA-LU. These dollars will be used to improve transportation safety of school aged children through improvements to the sidewalk system, bike routes, pick-up and drop-off areas, identification of crossing improvements where school children must cross busy streets, etc.

*Transit—Washington*

Washington has two main sources of funding for transit dollars. The first is the traditional federal sources of funding like are received on the Idaho side of the MPO. In addition Asotin County has instituted a 0.2% sales tax in their Public Transportation Benefit Area (PTBA) which is a substantial and secure revenue source. Unlike Idaho the State of Washington has the enabling legislation to form revenue districts for transit benefits.

*Aviation—Idaho*

The majority of Aviation funding coming into the LCVMPPO area is on the Idaho side, since the Lewiston Nez Perce County Regional Airport serves the entire metro area, and is located in Idaho. Substantial upgrades have been done to the airport over the last 5 years, with continued renovation expected in the coming decades.

*MPO Planning Funds*

Funds are used to ensure Coordinated, Comprehensive, and Continuous (3C) Planning Process for transportation in the Lewis Clark valley. This includes long range planning, TIP and STIP updates, financial planning for projects, corridor plans, local street network plans, bicycle and pedestrian planning, school trip safety planning, transportation modeling, freight and goods movement plans, and transit planning.