

**WSDOT Recommendation to Secretary Hammond
for the
Cowlitz-Wahkiakum Council of Governments
Metropolitan Planning Organization
American Recovery and Reinvestment Act of 2009
“ARRA”
2009-2012
Transportation Improvement Program
Amendment #1 for April 2009**

FINDINGS

TIME FRAME:

The Cowlitz-Wahkiakum Council of Governments’ (CWCOG’s) Transportation Improvement Program (TIP) amendment #1 adds one ARRA funded project that will begin in the year 2009.

“ARRA” PROJECTS INCLUDED:

This administrative amendment programs the following “funding secured” project in the TIP:

- SR 411/Lexington to I-5—Rumble Strips Centerline

This amendment adds \$20,000 in federal ARRA funds to CWCOG’s TIP. This project previously identified as “Illustrative” in CWCOG’s TIP is now “funding secured” which necessitates a formal amendment to CWCOG’s TIP.

CWCOG also is making a correction to the following project in its TIP;

- Lewis & Clark Bridge—Painting

This amendment reduces ARRA PE and CN funds to \$12,500,000 and adds \$10,560,000 in BR funds.

PRIORITY OF PROJECTS:

The CWCOG prioritization process considers transportation planning, safety, preservation, and increased efficiency of the transportation system. The CWCOG supports all aspects of the transportation system including roads, public transportation, sidewalks, bike lanes, and travel demand management.

The CWCOG used its regionally established transportation goals and policies when selecting and prioritizing the project in this TIP amendment.

FINANCIAL PLAN:

As indicated in the financial plan, beginning on page nine of the TIP, the funds programmed do not exceed estimated revenues. This TIP amendment uses federal (ARRA) funding.

The Program Development Office, the Public Transportation Division, and the Highways and Local Programs Division reviewed this TIP amendment and based on expected revenue, it is financially constrained.

COOPERATION:

The CWCOG developed this amendment in cooperation with WSDOT and member jurisdictions.

PUBLIC INVOLVEMENT:

The CWCOG's public involvement process is on page nine of the TIP. The project in the April amendment #1 was available for public review and comment at the CWCOG's Board meetings in January and February.

CONGESTION MANAGEMENT PROCESS:

The CWCOG is not a Transportation Management Area (TMA) and is not required to have a Congestion Management Process (CMP).

AIR QUALITY CONFORMITY:

This MPO is in an attainment area and is therefore exempt from air quality conformity.

METROPOLITAN TRANSPORTATION PLAN CONSISTENCY:

The projects in the TIP are from the following goals in the Metropolitan Transportation Plan (pages 48-51):

"Goal 1: To provide for a convenient, safe and efficient transportation/circulation network among the major areas of trip generation in the MPO area."

"Goal 2: Enhance the effectiveness of the existing transportation system."

"Goal 3: Provide a public transportation and quasi-public transportation access for all urban area residents who require such service."

"Goal 4: To improve pedestrian and bicycle safety in the transportation network."

INTERMODAL/MULTIMODAL APPROACH:

Projects in the TIP provide for the development of an integrated transportation network that focuses on the safe and efficient movement of people and goods. The TIP includes street, bike, pedestrian, rail, safety, bridge, highway, and transit related projects.

FUNDING FLEXIBILITY:

The CWCOG did not use the funding flexibility provisions of SAFETEA-LU in the development of its TIP.

CROSS-REGIONAL CONSISTENCY:

Active participation among WSDOT’s Southwest and Olympic Regions, City of Rainier, Oregon, and the Oregon Department of Transportation provides cross-regional consistency of the TIP for projects located outside the metropolitan area boundary.

CONCLUSION

After review and analysis of the Cowlitz-Wahkiakum Council of Governments’ TIP “ARRA” amendment #1 for April 2009, and as set forth in the above findings, the Transportation Planning Office finds the amendment in compliance with the requirements of 23 U.S.C. §134.

RECOMMENDATION

Based on the above findings and conclusion, the Transportation Planning Office recommends the Secretary of Transportation approve the Cowlitz-Wahkiakum Council of Governments’ TIP “ARRA” amendment #1 for April 2009.

**WSDOT Recommendation to Secretary Hammond
for the
Southwest Washington Regional Transportation Council
Metropolitan Planning Organization
American Recovery and Reinvestment Act of 2009
“ARRA”
2009-2012
Transportation Improvement Program
Amendment #1 for April 2009**

FINDINGS

TIME FRAME:

The Southwest Washington Regional Transportation Council’s (RTC) Transportation Improvement Program (TIP) amendment #1 adds one ARRA funded project for completion in the year 2009.

“ARRA” PROJECTS INCLUDED:

This administrative amendment programs the following “funding secured” project in the TIP:

- SR 503/Battle Ground to Woodland—Rumble Strips

This amendment adds \$111,000 in federal ARRA funds and 2,000 in state and local funds to RTC’s TIP. This project previously “conditionally amended” in RTC’s TIP by its board is now “funding secured” which necessitates a formal amendment to RTC’s TIP.

PRIORITY OF PROJECTS:

The projects selected in the TIP used a process that considered transportation planning, safety, preservation, and increased efficiency of the transportation system. RTC supports all aspects of the transportation system including roads, public transportation, sidewalks, bike lanes, and travel demand management.

The RTC used its regionally established transportation goals and policies when selecting and prioritizing the project in TIP amendment #1.

FINANCIAL PLAN:

As indicated in the financial plan, beginning on page nine of the TIP, the funds programmed do not exceed estimated revenues. TIP amendment #1 uses federal ARRA, state, and local funds.

The Program Management Office, the Public Transportation Division, and the Highways and Local Programs Division reviewed this TIP amendment and based on expected revenue, it is financially constrained.

COOPERATION:

The RTC developed this amendment in cooperation with WSDOT and member jurisdictions. All parties are active members of RTC.

PUBLIC INVOLVEMENT:

The RTC’s public involvement process is on page three of the TIP. Citizens and appropriate parties had a reasonable opportunity to comment on TIP amendment #1 at the March 3, 2009, RTC Board meeting.

CONGESTION MANAGEMENT PROCESS:

The RTC Board of Directors adopted a Congestion Management Process for the Clark County region in August 2006. The Congestion Management Process provides continuing analysis of transportation system congestion to identify and implement needed transportation improvements. This amendment is consistent with RTC’s adopted Congestion Management Process.

AIR QUALITY CONFORMITY:

The Vancouver/Portland air quality maintenance area (AQMA) is designated “unclassifiable-attainment” for Ozone and no longer needs to demonstrate conformity for Ozone. The Vancouver AQMA is currently designated a CO maintenance area. The region's approved Limited Maintenance Plan (LMP) for CO indicates the area will continue to maintain CO standards. Therefore, it is unnecessary to perform analyses and emission budget tests for regional conformity and emissions. Pages six through eight of the TIP address the RTC’s air quality analysis.

The project in the April 2009 amendment #1 complies with air quality requirements of the region.

METROPOLITAN TRANSPORTATION PLAN CONSISTENCY:

The Metropolitan Transportation Plan (MTP) identifies and recommends highway, transit, and other transportation related improvements needed to ensure an adequate level of mobility for Clark County. Projects included in the TIP are drawn either directly from specific recommendations made in the MTP or are developed from a more general series of recommendations. Starting on page A-1 of the MTP, transportation improvements which have been incorporated into the MTP transportation network for Clark County are listed. The project included in this TIP amendment is consistent with RTC's Metropolitan Transportation Plan.

INTERMODAL/MULTIMODAL APPROACH:

Projects in the TIP provide for the development of an integrated transportation network that focuses on the safe and efficient movement of people and goods. The TIP includes street, bike, pedestrian, rail, safety, bridge, highway, and transit related projects.

FUNDING FLEXIBILITY:

The RTC did not use the funding flexibility provisions of SAFETEA-LU in the development of its TIP.

CROSS-REGIONAL CONSISTENCY:

Active participation among the WSDOT Southwest Region, Clark County, Washington, and Portland, Oregon provides cross-regional consistency of the TIP. Coordination and cooperation in transportation planning activities between the two states afford cross-representation on transportation technical and policy committees as well as coordination in the development of the MTP and the Unified Planning Work Program.

CONCLUSION

After review and analysis of the Southwest Washington Regional Transportation Council's TIP "ARRA" amendment #1 for April 2009, and as set forth in the above findings, the Transportation Planning Office finds the amendment in compliance with the requirements of 23 U.S.C. §134.

RECOMMENDATION

Based on the above findings and conclusion, the Transportation Planning Office recommends the Secretary of Transportation approve the Southwest Washington Regional Transportation Council's TIP "ARRA" amendment #1 for April 2009.

**WSDOT Recommendation to Secretary Hammond
for the
Whatcom Council of Governments
Metropolitan Planning Organization
American Recovery and Reinvestment Act of 2009
“ARRA”
2009-2012
Transportation Improvement Program
Amendment #1 for April 2009**

FINDINGS

TIME FRAME:

This Whatcom Council of Governments (WCOG) Transportation Improvement Program (TIP) amendment #1 adds six ARRA funded projects that will begin in the year 2009.

“ARRA” PROJECTS INCLUDED:

This TIP amendment programs the following WSDOT Cable Barrier Retrofit and Rumble Strip projects into the TIP. These projects previously identified as “Illustrative” are now “Funding Secured” which necessitates a formal amendment to the WCOG TIP. The amendment includes two MPO projects and four RTPO projects.

MPO

- I-5/Bellingham Vicinity Cable Barrier
- SR 542 Centerline Rumble Strips

RTPO

- I-5/Blaine Vicinity Cable Barrier
- SR 542 Centerline Rumble Strips
- SR 546 Centerline Rumble Strips
- SR 9 Centerline Rumble Strips

PRIORITY OF PROJECTS:

The WCOG prioritization process considers transportation planning, safety, preservation and increased efficiency of the transportation system. The WCOG supports all aspects of transportation including roads, public transportation, sidewalks, bike lanes, and travel demand management. The projects must be consistent with the Whatcom Transportation Plan, consider all modes of transportation and be recommended by member jurisdictions.

FINANCIAL PLAN:

The WCOG performs a financial feasibility assessment to determine the region's ability to meet its financial commitment on programmed projects.

The Program Development Office, the Public Transportation Division, and the Highways and Local Programs Division reviewed this TIP amendment and based on expected revenue, it is financially constrained.

COOPERATION:

The WCOG developed the TIP amendment in cooperation with member jurisdictions, the Whatcom Transportation Authority, the Port of Bellingham and WSDOT. All parties are active members of the Transportation Advisory Committee, the Policy Board and/or the WCOG Full Council.

PUBLIC INVOLVEMENT:

All projects in this TIP amendment were available for public review and comment at a public hearing on February 11, 2009. The WCOG Public Participation Plan outlined on page 4 of the WCOG TIP. The local newspaper published a notice of record on January 25, 2009.

CONGESTION MANAGEMENT PROCESS:

The WCOG is not a Transportation Management Area (TMA) and is not required to have a Congestion Management Process (CMP).

AIR QUALITY CONFORMITY:

The WCOG is in an attainment area and is exempt from air quality conformity.

METROPOLITAN TRANSPORTATION PLAN CONSISTENCY:

The projects in the WCOG TIP amendment are consistent with the goals and policies of the *Whatcom Transportation Plan*.

INTERMODAL/MULTIMODAL APPROACH:

Projects in the TIP provide for the development of an integrated transportation network that focuses on the safe and efficient movement of people and goods. The TIP includes street, bike, pedestrian, rail, safety, bridge, highway, and transit related projects.

FUNDING FLEXIBILITY:

The WCOG does use the funding flexibility provisions of SAFETEA-LU by funding some projects with discretionary Surface Transportation Program funds.

CROSS-REGIONAL CONSISTENCY:

WCOG achieves cross-regional consistency by active participation between the MPO staff, WSDOT Northwest Region, and transportation planning agencies in Victoria and Vancouver, Canada. WSDOT monitors projects that connect Whatcom, Skagit, Chelan, and Okanogan Counties. The WSDOT Northwest Region's representation on adjoining RTPO technical and policy committees enhances coordination and cooperation.

CONCLUSION

After review and analysis of the Whatcom Council of Government’s TIP “ARRA” amendment #1 for April 2009, and as set forth in the above findings, the Transportation Planning Office finds the amendment in compliance with the requirements of 23 U.S.C. §134.

RECOMMENDATION

Based on the above findings and conclusion, the Transportation Planning Office recommends the Secretary of Transportation approve the Whatcom Council of Government’s TIP “ARRA” amendment #1 for April 2009.