

**WSDOT Recommendation to Secretary Hammond
for the
Southwest Washington Regional Transportation Council
Metropolitan Planning Organization
2009-2012
Transportation Improvement Program
Amendment for July 2009**

FINDINGS

TIME FRAME:

The Southwest Washington Regional Transportation Council's (RTC's) Transportation Improvement Program (TIP) amendment for July 2009 covers federal fiscal years 2009 through 2010.

PROJECTS INCLUDED:

This TIP amendment changes funding on the following projects from Clark County, the City of Washougal, and the Washington State Department of Transportation (WSDOT):

- Clark County provides an additional \$90,000 in CMAQ dollars to its NE 134th Street Signal project.
- The City of Washougal's 'E' Street Improvement project transfers \$1,184,000 in CMAQ funds from the construction phase to right-of-way and \$472,000 in STP funds from right-of-way to construction.
- The WSDOT changes \$3 million in state funding to federal NHS funding on the I-5/SR-501 Ridgefield Interchange project.

All of these "funding secured" projects make changes to funding, but do not make any changes to the scope of the projects.

These three projects charge a total of \$4,746,000 in federal CMAQ, STP, and NHS funds 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 projects 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 funds.

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 RTC developed this amendment in cooperation with Clark County, the City of Washougal, the 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 this TIP amendment at the July 7, 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 projects in the July 2009 amendment comply 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 projects included in this TIP amendment are 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 amendment for July 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 amendment for July 2009.

**WSDOT Recommendation to Governor Gregoire
Transportation Improvement Program
Whatcom Council of Governments
Metropolitan Planning Organization
Transportation Improvement Program
Amendment #1 for July 2009**

FINDINGS

TIME FRAME:

The Whatcom Council of Governments (WCOG) Transportation Improvement Program (TIP) Amendment #1 covers calendar years 2009 and 2010.

PROJECTS INCLUDED:

New

WSDOT-NW
Region wide Crack Sealing
\$145,000 - FHWA STP

Amended

Whatcom Transportation Authority (WTA)
Replace (Approx 11) Full-Size Buses
\$1,900,000 - FTA Section 5309

WSDOT-NW

I-5/Vicinity Lakeway Drive – Replace Sign Bridge add PE phase
\$100,000 - FHWA IM (Interstate Maintenance)

PRIORITY OF PROJECTS:

Local jurisdictions and agencies submitted projects to the WCOG for integration into the regional process. The WCOG prioritizes proposed projects using a process that involves all MPO and RTPO members. The TIP consists of intermodal projects that are consistent with the Whatcom Transportation Plan.

FINANCIAL PLAN:

The WCOG performs a financial feasibility assessment to determine the region's ability to meet its financial commitment on programmed projects. The WSDOT Strategic Planning and Programming Division, 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, Policy Board and/or the WCOG Full Council.

PUBLIC INVOLVEMENT:

All projects in this TIP amendment were available for public review and comment when the Whatcom Transportation Policy Board adopted the July 2009 TIP amendment at its public meeting on July 8, 2009. Consistent with the WCOG Public Participation Plan outlined on page 4 of the WCOG TIP, public notice was published in the local paper of record on June 21, 2009.

CONGESTION MANAGEMENT PROCESS:

The WCOG is not a Transportation Management Area and is not required to have a congestion management process.

AIR QUALITY CONFORMITY:

WCOG region is in attainment for EPA regulated pollutants and not subject to conformity rules.

CONSISTENCY:

The projects within the TIP are consistent with the goals and policies of the WCOG Metropolitan Transportation Plan (MTP) approved June 25, 2007.

INTERMODAL/MULTIMODAL APPROACH:

The projects included in this 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 local roadway, transit, bicycle, pedestrian, safety, and highway projects.

FUNDING FLEXIBILITY:

The WCOG did not use the funding flexibility provisions of SAFETEA-LU in the development of the TIP, instead using the funding categories for their primary purpose.

CROSS-REGIONAL CONSISTENCY:

The WCOG MPO staff coordinates with the WSDOT Northwest Region Mt. Baker Office, the transportation planning agencies in Victoria and Vancouver, B.C., and participates on the North Sound Connecting Communities Project. The 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 Governments' Transportation Improvement Program amendment for July 2009, and as set forth in the above findings, the WSDOT finds the document in compliance with the requirements of 23 U.S.C. §134.

RECOMMENDATION

Based on the above findings and conclusion, the WSDOT recommends the Secretary of Transportation approve the Whatcom Council of Governments' Transportation Improvement Program amendment for July 2009.