

**WSDOT Recommendation to Secretary Hammond  
for the  
Lewis Clark Valley Metropolitan Planning Organization  
2009-2012  
Transportation Improvement Program  
Amendment for June 2009**

**FINDINGS**

**TIME FRAME:**

The Lewis Clark Valley Metropolitan Planning Organization (LCVMPO) Transportation Improvement Program (TIP) covers the year 2009.

**PROJECTS INCLUDED:**

The amendment includes the Asotin County Public Transportation Benefit Area (PTBA) Property Acquisition project. The project will obligate \$726,000 of Federal Transit Administration Section 5307 funds and \$182,000 local matching funds for the transit facility office, fleet maintenance shop, secure storage area, and a park and ride lot.

**PRIORITY OF PROJECTS:**

The LCVMPO is a bi-state MPO with membership within the States of Idaho and Washington. Membership from Washington includes Asotin County, the cities of Asotin and Clarkston, and the WSDOT. The LCVMPO is charged with prioritizing projects, scheduling those that best meet the valley's needs and demands over the near and the long term.

The LCVMPO reviews the long-range transportation plan when considering needs and costs about future transportation. Public transportation is included in this process. The project in this amendment was subject to this review process.

**FINANCIAL PLAN:**

The LCVMPO calculated its financially constrained TIP using a Year of Expenditure approach acceptable to USDOT. The financial plan begins on page 12 of the TIP. There are 13 distinct funding categories of funds to finance transportation in the LCVMPO area including transit 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 LCVMPPO developed and submitted projects in the TIP in cooperation with member jurisdictions, the Valley Transit, the Idaho Transportation Department, and the WSDOT. The Nez Perce Tribe is an ex-officio member from Idaho.

**PUBLIC INVOLVEMENT:**

The LCVMPPO has an approved public participation policy. On page six of the TIP is a description of the public participation process. The project in this amendment was available for public review and comment as part of the LCVMPPO public participation process. The project was available for public review at the LCVMPPO meeting on June 9, 2009.

**CONGESTION MANAGEMENT PROCESS:**

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

**AIR QUALITY CONFORMITY:**

The Environmental Protection Agency has not classified the LCVMPPO as a non-attainment area for regulated pollutants.

**METROPOLITAN TRANSPORTATION PLAN CONSISTENCY:**

The project in the TIP amendment is consistent with the policies of the LCVMPPO Long-Range Transportation Plan (LRTP). On pages nine and ten is a chart depicting the relationship between MPO TIP projects and LRTP policies.

**INTERMODAL/MULTIMODAL APPROACH:**

Projects included 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 bike, pedestrian, transit, safety, bridge, interchange, and highway projects. The LCVMPPO is committed to an integrated selection of projects.

**FUNDING FLEXIBILITY:**

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

**CROSS-REGIONAL CONSISTENCY:**

There are no adjacent Metropolitan Planning Organizations. The WSDOT South Central and Eastern Regions provide cross-regional consistency between the LCVMPPO and the Palouse Regional Transportation Planning Organization.

**CONCLUSION**

After review and analysis of the Lewis Clark Valley Metropolitan Planning Organization's TIP amendment for June 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 Lewis Clark Valley Metropolitan Planning Organization's TIP amendment for June 2009.

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

**FINDINGS**

**TIME FRAME:**

The Southwest Washington Regional Transportation Council's (RTC's) Transportation Improvement Program (TIP) amendment for June 2009 covers federal fiscal year 2009.

**PROJECTS INCLUDED:**

This TIP amendment adds the following four "funding secured" projects from the City of Vancouver, the Port of Vancouver, the City of Battle Ground, and the Washington State Department of Transportation (WSDOT) respectively:

- Downtown Vancouver Waterfront Access Project, \$202,000
- West Vancouver Freight Access Project, \$808,000
- North Parkway Improvement Project, \$404,000
- Columbia River Crossing-Vancouver, \$2,442,000

These four projects add a total of \$3,856,000 in federal demonstration and discretionary "earmark" 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 discretionary 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 WSDOT; the cities of Vancouver and Battle Ground; the Port of Vancouver; 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 June 2, 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 June 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 June 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 June 2009.

**WSDOT Recommendation to Secretary Hammond  
for the  
Wenatchee Valley Transportation Council  
Metropolitan Planning Organization  
2009-2012  
Transportation Improvement Program  
Amendment for June 2009**

**FINDINGS**

**TIME FRAME:**

The Wenatchee Valley Transportation Council (WVTC) Transportation Improvement Program (TIP) amendment for June 2009 covers the year 2009.

**PROJECTS INCLUDED:**

The two projects included in this TIP Amendment are:

- City of Wenatchee, *Brick Street Preservation*
- City of Wenatchee, *Chelan Avenue and Orondo Avenue Right Turn Lane*

**PRIORITY OF PROJECTS:**

The process used to select the projects for this TIP amendment considered transportation planning, safety, preservation, and increased efficiency of the transportation system. WVTC supports all aspects of the transportation system including roads, public transportation, sidewalks, bike lanes, and travel demand management.

The WVTC used regionally established transportation goals and policies when selecting and prioritizing the projects in this TIP amendment. These projects are consistent with the “*2005 Confluence 2025: A Strategic Transportation Plan for the Wenatchee Valley.*”

**FINANCIAL PLAN:**

Projects in the TIP amendment will use federal, state, and local funds for completion. The WVTC performs a financial feasibility assessment to determine the region's ability to meet its financial commitment on programmed projects. Table 3.1 in the TIP shows funding by source broken out by MPO projects and RTPO projects. Table 4.1 in the TIP lists the financially constrained projects. The agency calculated its financially constrained picture for this TIP using a Year of Expenditure approach acceptable to USDOT.

The 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 WVTC developed this amendment in cooperation with WSDOT; Okanogan, Chelan and Douglas Counties; Link Transit; and member jurisdictions. All parties are active members of WVTC.

**PUBLIC INVOLVEMENT:**

The WVTC public involvement process is on pages 4 & 5 of the TIP. The projects were available for public review and comment as part of the regional TIP development process and at the WVTC meeting on June 11, 2009.

**CONGESTION MANAGEMENT PROCESS:**

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

**AIR QUALITY CONFORMITY:**

WVTC is in an attainment area; therefore, it is exempt from air quality conformity.

**METROPOLITAN TRANSPORTATION PLAN CONSISTENCY:**

The projects in the WVTC TIP amendment are consistent with the goals and policies of the *“2005 Confluence 2025: A Strategic Transportation Plan for the Wenatchee Area.”* These goals and policies address safety; access; connectivity; congestion and mobility; land use; and alternative forms of transportation.

**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 did not use the funding flexibility provisions of SAFETEA-LU in development of this amendment, instead using the funding category for the primary purpose.

**CROSS-REGIONAL CONSISTENCY:**

Cross-regional consistency is achieved by active participation between the MPO staff; WSDOT North Central Region; Douglas, Chelan, and Okanogan Counties; twenty-two cities; two Port Districts; transit agencies; and tribes. WSDOT monitors projects that connect Douglas, Chelan, and Okanogan Counties. The WSDOT North Central Region's representation on adjoining RTPO technical and policy committees enhances regional coordination and cooperation.

**CONCLUSION**

After review and analysis of the Wenatchee Valley Transportation Councils' TIP amendment for June 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 Wenatchee Valley Transportation Councils' TIP amendment for June 2009.