

**WSDOT Recommendation to Secretary Hammond
for the
Puget Sound Regional Council
Metropolitan Planning Organization
American Recovery and Reinvestment Act of 2009
“ARRA”
2010-2013
Transportation Improvement Program
Amendment for January 2010**

FINDINGS

TIME FRAME:

The Puget Sound Regional Council's (PSRC's) Transportation Improvement Program (TIP) amendment #1 for January 2010 includes the years 2010 through 2013.

“ARRA” PROJECTS INCLUDED:

The TIP amendment amends two “ARRA” funded projects:

- WSDOT: Northwest Region, I-405: NE 8th St to SR-520 Braided Ramps, adds \$26,826,000
- WSDOT: Marine Division, System-wide Vessel Preservation, adds \$2,000,000

“NON-ARRA” PROJECTS INCLUDED:

This TIP amendment adds nine new “Non-ARRA” projects and amends twenty-five “Non-ARRA” projects.

PRIORITY OF PROJECTS:

The PSRC selects and prioritizes the projects in the TIP using the framework of *Destination 2030* (the Metropolitan Transportation Plan, MTP). The PSRC adhered to the TIP policy framework (Appendix C of the TIP), adopted on April 27, 2006, to select and prioritize the project for this amendment.

FINANCIAL PLAN:

The financial plan (Figure 6 of the TIP amendment) demonstrates that the amendment is financially constrained. The federal funds programmed in the amendment do not exceed estimated revenues.

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 PSRC developed this TIP amendment in cooperation with member jurisdictions, transit agencies, the Washington State Department of Transportation (WSDOT) Northwest, Olympic, and South Central regions, the WSDOT Urban Planning Office, the WSDOT Marine Division, and appropriate consultation took place with tribes in the region.

PUBLIC INVOLVEMENT:

The PSRC posts the next board's meeting agenda with its proposed TIP amendments as required in its public participation plan on its [web site](#). The meeting minutes reflecting amendment approval are also on the [web site](#). The projects in this amendment were approved by the Transportation Policy Board on January 14, 2010, and the Executive Policy Board on January 28, 2010, or processed under authorized administrative amendment procedures adopted by the Executive Board on October 24, 2002.

CONGESTION MANAGEMENT PROCESS:

The PSRC administers a Transportation Management Area (TMA) and is required to have a Congestion Management Process (CMP). A CMP was initially prepared in September 1994 for the 1995 update of the Metropolitan Transportation Plan (MTP), *Destination 2030*. The PSRC updated the CMP again in 2005 for the 2007 MTP update. This TIP Amendment is consistent with the CMP.

AIR QUALITY CONFORMITY:

The projects in this amendment do not require Air Quality Conformity analysis.

METROPOLITAN TRANSPORTATION PLAN CONSISTENCY:

The PSRC staff reviewed the TIP Amendment for consistency with the current MTP/RTP, *Destination 2030*. Projects in the amendment are consistent with *Destination 2030*.

INTERMODAL/MULTIMODAL APPROACH:

The projects within the TIP include bridge, bike, pedestrian, safety, highway, marine, and transit facilities. The PSRC considers all modes of transportation to meet its commitment to an integrated transportation system.

FUNDING FLEXIBILITY:

The PSRC has primary project selection responsibility for Urban and Rural Surface Transportation Programs (STP), Congestion Mitigation and Air Quality (CMAQ), and Federal Transit Administration funds. Highway, arterial, enhancement, and transit projects may use these funds. This is a funding flexibility provision of SAFETEA-LU.

CROSS-REGIONAL CONSISTENCY:

Active participation between the MPO staff and members with the WSDOT Northwest, Olympic, and South Central Regions, Marine Division, and Urban Planning Office provides cross-regional consistency. The Thurston Regional Planning Council (TRPC) is an associate member of the PSRC.

CONCLUSION

After review and analysis of the Puget Sound Regional Council's "ARRA" TIP amendment #1 for January 2010, 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 Puget Sound Regional Council's "ARRA" TIP amendment #1 for January 2010.

**WSDOT Recommendation to Governor Gregoire
Transportation Improvement Program
Calendar Years 2010 through 2013
Southwest Washington Regional Transportation Council
Metropolitan Planning Organization**

FINDINGS

TIME FRAME:

The Transportation Improvement Program (TIP) for the Southwest Washington Regional Transportation Council (RTC) covers a period of four years from calendar year 2010 through 2013.

PROJECTS INCLUDED:

The TIP includes projects funded by the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Washington State Department of Transportation (WSDOT), and local jurisdictions in the metropolitan area boundary. All projects in the four years of the TIP can proceed toward implementation.

PRIORITY OF PROJECTS:

RTC prioritizes proposed projects according to their significance and consistency with the Metropolitan Transportation Plan (MTP). The TIP development process is contained on page two of the TIP.

FINANCIAL PLAN:

Selected projects in the TIP will use federal, state, and local funds for completion. RTC's financial feasibility assessment to determine the region's ability to meet its financial commitment begins with a description of revenue sources on page 11 of the TIP. It also includes a financial feasibility summary on page 21. The agency calculated its financially constrained picture for this TIP using a Year of Expenditure approach acceptable to the United States Department of Transportation (USDOT).

COOPERATION:

The TIP was developed in cooperation with local jurisdictions, neighborhood associations, transit (C-TRAN), WSDOT, and through representation on Metro's (Portland, Oregon MPO) technical transportation and policy committees. Appropriate consultation took place with tribes in the region.

PUBLIC INVOLVEMENT:

Notices to comment on the TIP were distributed to local media, neighborhood associations, and other interested parties. News releases were also available on the RTC's website at rtc.wa.gov. From July 2009, to October 2009, public discussions took place at RTC's Board of Directors and Technical Advisory Committee meetings as well as other public venues.

CONGESTION MANAGEMENT PROCESS:

The RTC administers a Transportation Management Area and is therefore responsible for managing a congestion management process. In April 2006, the RTC Board of Directors adopted a congestion management process (CMP) consistent with the six elements outlined in federal regulation. A congestion management report is prepared annually to assess transportation system performance. An implementation plan that addresses deficient corridors is developed and projects to correct the deficiencies programmed in the TIP. The current CMP is on page six of the TIP.

AIR QUALITY CONFORMITY:

The FHWA, the FTA, the WSDOT, the Environmental Protection Agency, and the Washington State Department of Ecology agreed on October 28, 2009, that RTC's MTP and TIP conform to air quality emissions standards for Carbon Monoxide.

CONSISTENCY:

The projects in the TIP are consistent with the policies of the Metropolitan Transportation Plan (MTP) for Clark County. Projects included in the TIP are from specific recommendations in RTC's MTP or from a more general series of recommendations that comply with the MTP's vision, purpose, and goals.

INTERMODAL/MULTIMODAL APPROACH:

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. This TIP includes local roadway, transit, bicycle, pedestrian, safety, and highway projects. The RTC is committed to an integrated selection of transportation projects.

FUNDING FLEXIBILITY:

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

CROSS-REGIONAL CONSISTENCY:

RTC forms the Washington portion of the Portland-Vancouver metropolitan area. Coordination and cooperation occurs by representation on both agencies technical and policy committees. In addition, RTC coordinates planning and project related activities with adjacent counties and Regional Transportation Planning Organizations in Southwest Washington.

CONCLUSION

After review and analysis of the Southwest Washington Regional Transportation Council's Transportation Improvement Program for calendar years 2010 through 2013, and as set forth in the above findings, the WSDOT finds the TIP in compliance with the requirements of 23 U.S.C. §134.

RECOMMENDATION

Based on the above findings and conclusion, the WSDOT recommends the Governor approve the Southwest Washington Regional Transportation Council's Transportation Improvement Program for calendar years 2010 through 2013.

**WSDOT Recommendation to Secretary Hammond
for the
Spokane Regional Transportation Council
Metropolitan Planning Organization
American Recovery and Reinvestment Act of 2009
“ARRA”
2009-2012
Transportation Improvement Program
Amendment for January 2010**

FINDINGS

TIME FRAME:

The Spokane Regional Transportation Council's (SRTC) Transportation Improvement Program (TIP) amendment for January includes the year 2010.

“ARRA” PROJECT INCLUDED:

- Cheney BNSF & UPRR Pedestrian Crossing Improvement using \$106,000 ARRA funds and \$129,000 local funds. This project is Phase II of the Spangle Road Improvement Project amended into the STIP in November 2009.

“NON-ARRA” PROJECT INCLUDED:

- SRTC Transportation Visioning & Implementation Strategy using \$350,000 of STP (U) funds and \$55,000 local funds.

PRIORITY OF PROJECTS:

The Metropolitan Transportation Plan is the policy plan and framework to analyze system needs. Projects are evaluated and prioritized against the plan and funding sources. The selection criteria are intermodal/multimodal and address project funding across all SAFETEA-LU funding categories. The wide range of criteria includes congestion management, reduction in single occupant vehicles, air quality, system preservation, cost participation, safety, and intermodal management and connectivity. Projects are evaluated, prioritized, and funded.

FINANCIAL PLAN:

The financial plan assumes that 100% of SAFETEA-LU and other federal allocations will be available. Descriptions of revenue sources for each specific category of SAFETEA-LU funding are outlined beginning on page 11 of the TIP. SRTC financially constrains the TIP based on documented allocations provided by the funding agency. In addition, a detailed discussion of transportation maintenance and operations costs are included beginning on page seven.

The Capital Program Development and 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:

SRTC developed this amendment in cooperation with the cities of Cheney, the WSDOT, and member jurisdictions.

PUBLIC INVOLVEMENT:

The SRTC has an approved public participation process. The public participation process is on page two and Appendix D in the TIP. The projects in this amendment were available for public review and comment as part of the SRTC public participation process and at the January 21, 2010, Spokane Regional Transportation Council Board meeting.

CONGESTION MANAGEMENT PROCESS:

SRTC administers a transportation management area and is required to have an operational Congestion Management Process (CMP). The original process was prepared in 1994 and updated in 2007. Data collection to support the CMP is on going.

The CMP includes a carpool and vanpool program operated by Spokane Transit Authority. It ensures that SRTC will notify all local agencies that a Transportation Demand Management (TDM) and Transportation System Management (TSM) alternative evaluation is required during early project development stages and during the National Environmental Policy Act (NEPA) process for any project that will increase the Single Occupancy Vehicle (SOV) carrying capacity of a highway facility. SRTC continues to support Intelligent Transportation Systems (ITS) deployment in support of congestion management efforts. An additional part of the CMP Plan is development of ITS Architecture and Implementation Plan to identify and prioritize ITS deployment in Spokane and the surrounding area. The ITS Architecture Plan was completed in 2000 and the ITS Implementation Plan was updated in 2007. The Regional Traffic Management Center opened on July 22, 2002. The Center is the foundation of a program designed to address congestion issues on a regional basis through the combined efforts of member jurisdictions.

AIR QUALITY CONFORMITY:

The air quality conformity analysis demonstrates that SRTC has met the emission requirements of the federal and state clean air acts. On August 29, 2005, the environmental Protection Agency (EPA) designated the Spokane serious nonattainment area to an attainment area for Carbon Monoxide (CO). Also on August 29, 2005, EPA approved the CO Maintenance Plan for the Spokane area. On August 30, 2005, EPA designated the Spokane nonattainment area to an attainment area for Particulate Matter-10 (PM₁₀).

SRTC must still model CO emissions and not exceed the allowable air quality budgets. The projects in this amendment comply with regional air quality conformity requirements.

METROPOLITAN TRANSPORTATION PLAN CONSISTENCY:

The projects in this amendment are consistent with the mission statement in the Metropolitan Transportation Plan (MTP), adopted in December 2007, that states "Spokane's regional transportation system shall provide for the efficient movement of people and goods into and through the Spokane Region, while seeking to enhance the area's quality of life, efficiently using limited resources, and ensuring that transportation solutions are compatible with the rights of citizens to the peaceful and healthy enjoyment of life, home, and property". Projects are from the MTP or general recommendations, e.g. preservation and maintenance of the existing system or traffic safety improvements.

INTERMODAL/MULTIMODAL APPROACH:

The 2009-2012 TIP includes bridge, bike, pedestrian, highway, transit, and safety projects. SRTC is committed to an integrated selection of projects.

FUNDING FLEXIBILITY:

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

CROSS-REGIONAL CONSISTENCY:

SRTC coordinates planning and project related activities with Kootenai County, Idaho, the Idaho Transportation Department, and WSDOT.

CONCLUSION

After review and analysis of the Spokane Regional Transportation Council's TIP amendment for January 2010, 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 Spokane Regional Transportation Council's TIP amendment for January 2010.