

**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 #2 for April 2009**

FINDINGS

TIME FRAME:

The Cowlitz-Wahkiakum Council of Governments’ (CWCOG) Transportation Improvement Program (TIP) amendment #2 adds five ARRA funded projects that will begin in the year 2009.

“ARRA” PROJECTS INCLUDED:

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

- Transit Bus Garage Roof Repair
- GPS Transit Vehicle Tracking System
- One Transit Coach
- Three Paratransit Vehicles
- One Transit Supervisor vehicle

This amendment adds \$1,130,000 in federal ARRA funds to CWCOG’s TIP. These projects previously identified as “Illustrative” in CWCOG’s TIP are now “funding secured” which necessitates a formal amendment to CWCOG’s TIP.

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 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 (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, Community Urban Bus Service (CUBS), and member jurisdictions.

PUBLIC INVOLVEMENT:

The CWCOG's public involvement process is on page nine of the TIP. The projects in the April amendment #2 were available for public review and comment at the Cowlitz Transit Authority Board's regular meeting and at the Longview City Council's meeting both on March 25, 2009.

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 #2 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 #2 for April 2009.

**WSDOT Recommendation to Secretary Hammond
for the
Puget Sound Regional Council
Metropolitan Planning Organization
American Recovery and Reinvestment Act of 2009
“ARRA”
2007-2010
Transportation Improvement Program
Amendment #2 for April 2009**

FINDINGS

TIME FRAME:

The Puget Sound Regional Council’s (PSRC’s) Transportation Improvement Program (TIP) amendment includes for the years 2009 through 2010.

“ARRA” PROJECTS INCLUDED:

This TIP amendment adds four new “ARRA” funded projects. The four projects receiving additional funds are:

- WSDOT NWR—SR-18 & I-90 Cable Barriers
- WSDOT NWR—SR-9, SR-92, SR-164, & SR-530 Centerline Rumble Strips
- WSDOT OR—SR-7, SR-162, SR-165, SR-302, & SR-305 Centerline Rumble Strips
- WSDOT Marine Division Vashon Terminal Preservation

“NON-ARRA” PROJECTS INCLUDED:

This TIP amendment also adds ten new non-ARRA projects and amends four 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 Transportation Policy Board approved the projects in this TIP amendment at its meetings on March 12, 2009 and April 9, 2009 and the Executive Board on March 26, 2009. PSRC amended WSDOT Cable Barrier and Rumble Strip projects into the TIP using administrative amendment procedures approved by the Executive Council on June 28, 2001 and 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. The 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, 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 TIP “ARRA” amendment #2 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 Puget Sound Regional Council’s TIP “ARRA” amendment #2 for April 2009.

**WSDOT Recommendation to Secretary Hammond
for the
Skagit Metropolitan Planning Organization
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 Skagit Metropolitan Planning Organization (SMPO) Transportation Improvement Program (TIP) amendment #1 includes projects that will begin in 2009.

“ARRA” PROJECTS INCLUDED:

This amendment moves following projects from planned “P” to funding secured “S.”

- SR 20 Centerline Rumble Strips
- SR 9 Centerline Rumble Strips

“Non-ARRA” PROJECTS INCLUDED:

This amendment moves a project status from planned “P” to funding secured “S.”

- Francis Road removal of horizontal curvature

PRIORITY OF PROJECTS:

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

FINANCIAL PLAN:

Projects in the TIP will use federal, state, and local funds for completion. The SMPO performs a financial feasibility assessment in conjunction with the Metropolitan Transportation Plan to determine the region's ability to meet its financial commitment on programmed projects. The TIP includes a description of revenue sources. The TIP is financially constrained.

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 SMPO developed the TIP in cooperation with member jurisdictions, the Skagit/Island RTPO, Skagit Transit, and the WSDOT. All parties are active members of SMPO.

PUBLIC INVOLVEMENT:

The SMPO has an approved public participation process. Citizens and appropriate parties were given adequate notice to comment through meetings advertised on the SMPO web site and through notices in the regional paper. The projects in this amendment were available for public review at the MPO board meeting on April 15, 2009.

CONGESTION MANAGEMENT PROCESS:

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

AIR QUALITY CONFORMITY:

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

METROPOLITAN TRANSPORTATION PLAN CONSISTENCY:

The projects in the TIP are consistent with the goals and policies of the SMPO Metropolitan Transportation Plan (MTP) approved August 2005. These goals and policies address public information and education, safety, access, connectivity, congestion and mobility, land use, environmental justice, alternative forms of transportation, health, public participation, and least-cost planning.

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

CROSS-REGIONAL CONSISTENCY:

Cross-regional consistency is achieved 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 Skagit Metropolitan Planning Organization’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 Skagit Metropolitan Planning Organization’s 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 #2 for April 2009**

FINDINGS

TIME FRAME:

The Southwest Washington Regional Transportation Council’s (RTC) Transportation Improvement Program (TIP) amendment #2 adds one ARRA funded project beginning in the year 2009.

“ARRA” PROJECTS INCLUDED:

This administrative amendment programs the following “funding secured” Washington State Department of Transportation (WSDOT) project into RTC’s TIP:

- I-5/I-205 Junction to Dike Rd—Median Cable Barrier

This WSDOT project totals \$2,425,000 in ARRA funding and \$50,000 in state and local funding added 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.

Due to a minor funding adjustment, it was necessary to make a “correction” to the following ARRA project previously amended into RTC’s TIP:

- SR 503/Battle Ground to Woodland—Rumble Strips

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 #2.

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 #2 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 #2 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 #2 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 #2 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 #2 for April 2009.

**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 #1 for April 2009**

FINDINGS

TIME FRAME:

The Spokane Regional Transportation Council’s (SRTC) Transportation Improvement Program (TIP) amendment adds two projects beginning in the year 2009.

“ARRA” PROJECT INCLUDED:

The amendment adds \$34,000 of ARRA funds to the Washington State Department of Transportation (WSDOT) Rumble Strip project on Highway US 2 in Spokane County.

“Non-ARRA” PROJECT INCLUDED:

The amendment adds \$19,000 of CMAQ funds for fiber optic lines along I-90 for the SRTC Transportation Management Center.

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 eleven 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 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:

SRTC developed this amendment in cooperation with the member jurisdictions, the Spokane Transit Authority, the Idaho Transportation Department, and the WSDOT.

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 Spokane Regional Transportation Council Board meetings on March 12, 2009 and April 9, 2009.

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 are not subject to air quality conformity.

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, safety, highway, and transit 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 “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 Spokane Regional Transportation Council’s TIP “ARRA” amendment #1 for April 2009.

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

FINDINGS

TIME FRAME:

The Wenatchee Valley Transportation Council (WVTC) Transportation Improvement Program (TIP) amendment adds two projects that will begin in 2009.

“ARRA” PROJECT INCLUDED:

This amendment adds one new “ARRA” funded project: *Port of Chelan County, Pangborn Airport Rehabilitation of Taxiway B.*

“NON-ARRA” PROJECT INCLUDED:

This amendment adds one new FAA discretionary funded project: *Port of Chelan County, Pangborn Airport Terminal Expansion.*

PRIORITY OF PROJECTS:

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:

The WVTC performs a financial feasibility assessment to determine the region's ability to meet its financial commitment on programmed projects. This project is included in Office of Secretary of Transportation (OPST) Grant Detail Report of ARRA approved grants between March 16, 2009, and April 9, 2009.

The Transportation Planning Office 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 the WVTC.

PUBLIC INVOLVEMENT:

The WVTC adopted this amendment at its Council meeting on April 9, 2009. The WVTC meetings are available to the public and the schedule is at the [Wenatchee Transportation Council](#) web site. Public Involvement was carried out for these projects according to WVTC's Environmental Review & Outreach policy, adopted June 2005 and these projects adhere to the goals and objectives of the “*2005 Confluence 2025: A Strategic Transportation Plan for the Wenatchee Valley.*”

CONGESTION MANAGEMENT PROCESS:

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

AIR QUALITY CONFORMITY:

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

CONSISTENCY:

The projects within the TIP are consistent with the goals and policies of the “*2005 Confluence 2025: A Strategic Transportation Plan for the Wenatchee Area.*” The goals and policies address: Safety; Access; Connectivity; Congestion and Mobility; Land Use; and Alternative Forms of Transportation.

INTERMODAL/MULTIMODAL APPROACH:

Projects included in the TIP and this amendment 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, bicycle, pedestrian, safety, aviation, and highway projects. WVTC is committed to an integrated selection of projects.

FUNDING FLEXIBILITY:

The funding flexibility provisions of SAFETEA-LU were not used in development of the WVTC TIP. The various categories of funding were used for their intended 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 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 coordination and cooperation.

CONCLUSION

After review and analysis of the Wenatchee Valley 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 Wenatchee Valley Transportation Council’s TIP “ARRA” amendment #1 for April 2009.

**WSDOT Recommendation to Secretary Hammond
for the
Yakima Valley Conference of Governments
Metropolitan Planning Organization
American Recovery and Reinvestment Act of 2009
“ARRA”
2009-2012
Transportation Improvement Program
Amendment #2 for April 2009**

FINDINGS

TIME FRAME:

The Yakima Valley Conference of Governments’ (YVCOG) Transportation Improvement Program (TIP) ARRA amendment #2 for April 2009 includes four funded projects that will begin in the year 2009.

“ARRA” PROJECTS INCLUDED:

This April amendment #2 includes three new projects that are “funding secured,” thereby necessitating formal inclusion into YVCOG’s TIP and two “corrections” to projects already in YVCOG’s TIP.

One new project from the City of Yakima and two new projects from Yakima Transit use Federal American Recovery and Reinvestment Act (ARRA) funding. These three “funding secured” projects utilize a combined total of \$3,100,000 in federal ARRA funds and \$180,000 in state and local funds. The combined total funding added to YVCOG’s TIP in April amendment #2 is \$3,280,000. Due to a minor funding adjustment and a change in funding codes respectively, it was necessary to make a “correction” to the following projects previously amended into YVCOG’s TIP:

- SR 24/Riverside Rd I/S to Den Beste Rd—Rumble Strips (ARRA)
- Beaudry Road—Meiras Rd to Duffield Rd (Non-ARRA)

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. YVCOG supports all aspects of the transportation system including roads, public transportation, sidewalks, bike lanes, and travel demand management.

The YVCOG used its regionally established transportation goals and policies when selecting and prioritizing the projects in TIP amendment #2 for April 2009.

FINANCIAL PLAN:

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

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 YVCOG developed this amendment in cooperation with WSDOT, Yakima County, the City of Yakima, and member jurisdictions.

PUBLIC INVOLVEMENT:

The YVCOG public involvement process is on page four of the *Yakima Valley 2009-2012 M/RTIP*. The projects in April amendment #2 were available for public review and comment from March 18, 2009, through April 1, 2009. Public notices announcing the review period for April amendment #2 were in the *Yakima Herald-Republic*. A draft copy of the amendment was available for public viewing at several physical sites throughout Yakima County as well as on the YVCOG website at www.yvcog.org.

The Yakima Valley MPO/RTPO Executive Committee met at a special meeting on April 1, 2009, to review and accept public comments on the projects included in April amendment #2.

CONGESTION MANAGEMENT PROCESS:

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

AIR QUALITY CONFORMITY:

This MPO is included in a maintenance area for particulate matter (PM₁₀). However, the State Implementation Plan (SIP) does not require any action related to transportation to reduce PM₁₀. Appendix E in the TIP includes the YVCOG’s air quality analysis.

The City of Yakima’s Nob Hill Boulevard widening project included in April amendment #2 required modeling for air quality conformity. It met federal requirements. The other three projects complied with regional air quality conformity and did not require modeling.

METROPOLITAN TRANSPORTATION PLAN CONSISTENCY:

The projects included in the April amendment #2 are consistent with the goals and policies of the *Yakima Valley Metropolitan and Regional Transportation Plan 2007-2027* and local adopted comprehensive plans.

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

CROSS-REGIONAL CONSISTENCY:

Active participation among the WSDOT South Central Region, Benton-Franklin Council of Governments, the QUADCO Regional Transportation Planning Organization, and the Southwest Washington Regional Transportation Council provides cross-regional consistency of the TIP for projects located outside the metropolitan area boundary.

CONCLUSION

After review and analysis of the Yakima Valley Conference of Governments’ TIP “ARRA” amendment #2 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 Yakima Valley Conference of Governments’ TIP “ARRA” amendment #2 for April 2009.