

**WSDOT Recommendation to Secretary Hammond  
for the  
Puget Sound Regional Council  
Metropolitan Planning Organization  
2007-2010  
Transportation Improvement Program  
Amendment for February 2009**

**FINDINGS**

**TIME FRAME:**

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

**PROJECTS INCLUDED:**

This TIP amendment adds four new projects, amends two existing projects, and includes corrections to eleven projects.

**PRIORITY OF PROJECTS:**

The PSRC selected and prioritized the projects in this amendment 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 projects in 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 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 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 Transportation Policy Board (TPB) approved the projects in this TIP amendment at its regular meeting held on January 8, 2009 and the Executive Board (EB) approved the projects at its meeting on January 22, 2009.

**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 February 2009 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 February 2009 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 this TIP amendment 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 amendment for February 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 amendment for February 2009.

**WSDOT Recommendation to Secretary Hammond  
for the  
Skagit Metropolitan Planning Organization  
2009-2012  
Transportation Improvement Program  
Amendment for February 2009**

**FINDINGS**

**TIME FRAME:**

The Skagit Metropolitan Planning Organization (SMPO) Transportation Improvement Program (TIP) amendment for February 2009 includes the year 2009.

**PROJECTS INCLUDED:**

This amendment includes two projects: F & S Grade Road & Skagit Industrial Park Intersection and Chuckanut Park and Ride.

**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 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 SMPO developed the TIP in cooperation with member jurisdictions, the Skagit/Island RTPO, Skagit Transit, and the WSDOT.

**PUBLIC INVOLVEMENT:**

The SMPO has adopted the Skagit Council of Governments' (SCOG) public participation policy. The SCOG website and the local media are provided dates of Policy Board and Technical Advisory Committee meetings. The TIP amendment was adopted by resolution at the January 21, 2009 Policy Board meeting.

**CONGESTION MANAGEMENT PROCESS:**

The SMPO 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 SMPO as a non-attainment area for regulated pollutants. SMPO is, therefore, exempt from air quality conformity.

**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 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 local roadways, transit, bike, pedestrian, safety, and highway projects.

**FUNDING FLEXIBILITY:**

The SMPO 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 MPO staff coordinates with the WSDOT Northwest Region Mount Baker Office. The WSDOT monitors projects that connect Whatcom, Skagit, Chelan, and Okanogan counties. The WSDOT Northwest and North Central Region 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 amendment for February 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 amendment for February 2009.

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

**FINDINGS**

**TIME FRAME:**

The Southwest Washington Regional Transportation Council's (RTC's) Transportation Improvement Program (TIP) amendment for February 2009 includes the year 2009.

**PROJECTS INCLUDED:**

This TIP amendment adds one City of Washougal project totaling \$1,856,000 in federal funds into 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 demonstration and STP 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 RTC developed this amendment in cooperation with WSDOT, C-TRAN, 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 February 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 projects in the February 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 February 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 February 2009.

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

**FINDINGS**

**TIME FRAME:**

The Spokane Regional Transportation Council's (SRTC) Transportation Improvement Program (TIP) amendment for January 2009 includes the year 2009.

**PROJECTS INCLUDED:**

This amendment approves the carry forward from 2008 and additional funds to the Broadway/Fancher Intersection project. The project uses \$200,000 of federal and \$14,000 of local funds. Making the combined funds amended into SRTC's TIP to be \$214,000.

**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 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 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:**

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

**PUBLIC INVOLVEMENT:**

The SRTC public involvement process is on page two and Appendix D in the TIP. The projects in the January amendment were available for public review and comment at the Spokane Regional Transportation Board meeting on September 11, 2008.

**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 (PM<sub>10</sub>).

SRTC must still model CO emissions and not exceed the allowable air quality budgets.

The project in this amendment is not subject to air quality conformity.

**METROPOLITAN TRANSPORTATION PLAN CONSISTENCY:**

The project in this amendment is 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 amendment for January 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 amendment for February 2009.

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

**FINDINGS**

**TIME FRAME:**

The Thurston Regional Planning Council's (TRPC) Transportation Improvement Program (TIP) amendment for February 2009 includes the year 2009.

**PROJECTS INCLUDED:**

This amendment includes one Intercity Transit project that programs \$1,002,000 in federal funds and \$251,000 in state and local funds. This makes the combined funds amended into TRPC's TIP to be \$1,253,000.

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

The TRPC 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 19 of the TIP, the funds programmed do not exceed estimated revenues. This TIP amendment uses federal, 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 TRPC developed this amendment in cooperation with Intercity Transit, WSDOT, and member jurisdictions.

**PUBLIC INVOLVEMENT:**

The TRPC public involvement process is on page 11 and Appendix E of the TIP. The project was available for public review and comment as part of the regional TIP development process.

**CONGESTION MANAGEMENT PROCESS:**

The TRPC 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 (PM<sub>10</sub>). However, the State Implementation Plan (SIP) does not require any action related to transportation to reduce PM<sub>10</sub>. Appendix D in the TIP includes the TRPC's air quality analysis.

The project in the February 2009 amendment complies with regional air quality conformity requirements.

**METROPOLITAN TRANSPORTATION PLAN CONSISTENCY:**

This TIP amendment's project is consistent with the goals and policies of the TRPC's metropolitan transportation plan "*2025 Thurston Regional Transportation Plan: Guiding Our Future.*" The TIP's transportation goals begin on page 23.

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

**CROSS-REGIONAL CONSISTENCY:**

Active participation among the WSDOT Olympic, Southwest, and Northwest regions provides cross-regional consistency of the TIP for projects located outside the metropolitan area boundary. WSDOT monitored projects encompass Thurston County and neighboring Pierce, Mason, Grays Harbor, and Lewis counties. Each of the counties is a member of a separate MPO or RTPO. Olympic Region's representation on adjoining MPO/RTPO Technical and Policy committees enhances coordination and cooperation.

**CONCLUSION**

After review and analysis of the Thurston Regional Planning Council's TIP amendment for February 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 Thurston Regional Planning Council's TIP amendment for February 2009.

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

**FINDINGS**

**TIME FRAME:**

The Wenatchee Valley Transportation Council (WVTC) Transportation Improvement Program (TIP) amendment for February 2009 includes the years 2009 through 2011.

**PROJECTS INCLUDED:**

The four projects included in this TIP Amendment are:

- Douglas County, *Airport Way-Grant Road to Terminal, Reconstruction and Realignment*
- Douglas County, *N. Baker Ave.-23<sup>rd</sup> St. NE to 27<sup>th</sup> St. NE, Widening, Safety, and Operational Improvements*
- LINK Transit, *5307 Operating Funds*
- LINK Transit, *5307 to STP flex funds for Regional Park and Ride Analysis*

**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 February 12, 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 RTPPO technical and policy committees enhances regional coordination and cooperation.

**CONCLUSION**

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