

**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 March 2009**

FINDINGS

TIME FRAME:

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

“ARRA” PROJECTS INCLUDED:

This amendment includes two WSDOT projects and one city of Kelso project. This amendment does not include WSDOT Rumble Strip projects.

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 and combines ARRA and federal bridge funds for the SR 433/Lewis and Clark Bridge.

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 the city of Kelso, WSDOT, and member jurisdictions.

PUBLIC INVOLVEMENT:

The CWCOG's public involvement process is on page nine of the TIP. The projects in the March amendment #2 were available for public review and comment at the CWCOG's Board meetings in January and February.

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 March 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 March 2009.

**WSDOT Recommendation to Secretary Hammond
for the
Thurston Regional Planning Council
Metropolitan Planning Organization
American Recovery and Reinvestment Act of 2009
"ARRA"
2009-2012
Transportation Improvement Program
Amendment #3 for March 2009**

FINDINGS

TIME FRAME:

The Thurston Regional Planning Council's (TRPC) Transportation Improvement Program (TIP) amendment #3 adds one ARRA funded project that will be completed in the year 2009.

"ARRA" PROJECTS INCLUDED:

This administrative amendment programs one urban project into the funded TIP:

- I 5/Nisqually Cable Barrier Retrofit MP 112.66 – 114.28.

This amendment programs \$469,000 million in federal ARRA economic stimulus funds. This project uses TRPC's administrative amendment process. The project is currently a "planned" project included in Appendix A and approved by TRPC on March 6, 2009. Public comment was solicited for every project prior to TRPC's approval and any comment received, presented to TRPC prior to taking action.

No intercity Transit projects are in this amendment. TRPC will submit another amendment after receipt of the Intercity Transit projects.

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 WSDOT and member jurisdictions.

PUBLIC INVOLVEMENT:

The TRPC public involvement process is described on page 11 and Appendix E of the TIP. The project was available for public review and comment as part of the amendment of planned projects TRPC approved on March 6, 2009.

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 (PM₁₀). However, the State Implementation Plan (SIP) does not require any action related to transportation to reduce PM₁₀. Appendix D in the TIP includes the TRPC's air quality analysis.

The project in the March 2009 amendment #3 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 "ARRA" amendment #3 for March 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 "ARRA" amendment #3 for March 2009.