

**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 #7 for June 2009**

FINDINGS

TIME FRAME:

The Cowlitz-Wahkiakum Council of Governments’ (CWCOG’s) Transportation Improvement Program (TIP) amendment #7 adds two ARRA funded projects that will begin in the year 2009.

“ARRA” PROJECTS INCLUDED:

This administrative amendment programs the following “funding secured” project in CWCOG’s TIP:

- I-5/Todd Road to Kelso Weigh Station Vicinity—Paving

This amendment also makes a correction to CWCOG’s TIP for the following WSDOT ARRA “funding secured” project:

- I-5/North Kelso to Castle Rock—Concrete Pavement Rehab

This amendment programs \$1,450,000 federal ARRA funds and \$29,000 in state and local funds for a total of \$1,479,000 added to CWCOG’s TIP. The I-5/Todd Road to Kelso Weigh Station Vicinity project is adding ARRA funding and the I-5/North Kelso to Castle Rock project is reducing its ARRA funding.

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), state, and local 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 and member jurisdictions.

PUBLIC INVOLVEMENT:

The CWCOG’s public involvement process is on page nine of the TIP. The projects in the #7 amendment for June were available for public review and comment at the CWCOG’s Board meetings in January, February, and March.

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 #7 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 Cowlitz-Wahkiakum Council of Governments’ TIP “ARRA” amendment #7 for June 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 for June 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 one new “ARRA” funded project:

- I-5: Martin Way to 48th Street – NB and SB Concrete Pavement Rehabilitation (\$6.316 million)

“NON-ARRA” PROJECTS INCLUDED:

This TIP amendment adds 25 new non-ARRA projects and amends 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 Transportation Policy Board approved the projects in this TIP amendment at its meetings on May 14, 2009 and June 11, 2009 and the Executive Board approved this TIP amendment at its meeting on June 25, 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. 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, 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 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 Puget Sound Regional Council’s “ARRA” TIP amendment for June 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 #4 for June 2009**

FINDINGS

TIME FRAME:

This Skagit Metropolitan Planning Organization (SMPO) “ARRA” Transportation Improvement Program (TIP) amendment #4 includes projects that will begin in 2009.

“ARRA” PROJECTS INCLUDED:

This amendment includes ARRA funding for the following two projects:

- Fruitdale & McGarigle Road Project
- SR-9 Pedestrian/Bicycle Safety Improvements

NOTE: Bids for these projects were substantially lower than original estimates. This amendment reduces the combined ARRA funding for these two projects by \$1,281,718. These resources are now available to fund additional projects.

“Non-ARRA” PROJECTS INCLUDED:

This amendment adds the following seven new non-ARRA projects:

- Skagit Transit—Everett Connector Operating Grant
- Skagit Transit—Cutaway Buses
- Skagit Transit—Sunday Fixed Route Service
- Skagit Transit—Service to Increase Frequency in Anacortes
- Skagit Transit—Preservation of Pocket Service
- Skagit Transit—Expansion of Pocket Service in Skagit County
- Skagit Transit—Expansion Bus to Provide Weekend Service

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 also available for public review at the MPO board meeting on June 17, 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 #4 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 Skagit Metropolitan Planning Organization’s TIP “ARRA” amendment #4 for June 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 for June 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 two new ARRA funded projects to the TIP. The new projects include:

- WSDOT project: US 195/Hatch Road to Jct I-90 Dowel Bar Retrofit with \$3,250,000 of ARRA funds.
- Spokane County project: 5-Mile & Strong Road—Project 2 with \$331,000 of ARRA funds.

The amendment changes funding on six ARRA funded projects. The projects include:

- Deer Park project: Crawford Avenue Reconstruction decrease ARRA funding from \$1,750,000 to \$1,675,000.
- City of Spokane project: Five Mile Road, Ash Street to Lincoln Road Reconstruction decrease ARRA funding from \$1,250,000 to \$113,000.
- Spokane Valley project: Sprague Avenue Resurfacing Project #1 decrease funding from \$2,890,000 to \$2,607,000.
- WSDOT project: SR 206/Jct US 2 to Bruce Road Paving decrease funding from \$840,000 to \$717,000.
- City of Spokane project: Havana Street Bridge—BNSF Crossing increases funding from \$1,400,000 to \$2,537,000.
- Spokane County project: 5-Mile & Strong Road—Project 1 decrease funding from \$1,190,000 to \$859,000.

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 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 June 11, 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 the ITS Architecture and Implementation Plans 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 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 Spokane Regional Transportation Council’s TIP “ARRA” amendment for June 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 #5 for June 2009**

FINDINGS

TIME FRAME:

The Thurston Regional Planning Council’s (TRPC) Transportation Improvement Program (TIP) amendment #5 for June 2009 adds one ARRA funded project and two regular funded projects that all begin in the year 2009.

“ARRA” PROJECT INCLUDED:

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

- I-5/Martin Way to 48th Street-NB and SB Concrete Pavement—Dowel Bar Retrofit

This amendment also makes a correction to TRPC’s TIP for the following WSDOT ARRA “funding secured” project:

- I-5/Nisqually—Cable Barrier MP 112.66-114.28

NON-“ARRA” PROJECTS INCLUDED:

This amendment programs the following TRPC and Intercity Transit “funding secured” project in TRPC’s TIP respectively:

- FY 2010 Unified Planning Work Program
- Village Vans Operating Expenses

This amendment programs \$845,000 in federal funds, \$439,000 in state and local funds, and \$4,851,000 federal ARRA funds for a total of \$6,135,000 added to TRPC’s TIP. Public comment was solicited for every TIP project prior to TRPC’s approval and any comment received, presented to TRPC prior to taking action.

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 projects 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 (ARRA, STP, and FTA funds), state, and local 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 TRPC developed this amendment in cooperation with Intercity Transit, WSDOT, and member jurisdictions.

PUBLIC INVOLVEMENT:

The TRPC public involvement process is described on page 11 and Appendix E of the TIP. The projects in ARRA amendment #5 were all available for public review and comment as “planned” projects, in compliance with TRPC guidelines.

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 projects in this amendment comply with regional air quality conformity requirements.

METROPOLITAN TRANSPORTATION PLAN CONSISTENCY:

This TIP amendment’s projects are 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 #5 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 Thurston Regional Planning Council’s TIP “ARRA” amendment #5 for June 2009.