

**WSDOT Recommendation to Secretary Hammond
for the
Benton-Franklin Council of Governments
Metropolitan Planning Organization
2009-2012
Transportation Improvement Program
Amendment for May 2009**

FINDINGS

TIME FRAME:

The Benton-Franklin Council of Governments' (BFCG) Transportation Improvement Program (TIP) amendment adds projects for the years 2009 through 2010.

PROJECTS INCLUDED:

The amendment includes funding changes on two Ben Franklin Transit projects. Two City of Kennewick and two City of Pasco projects are added to the TIP.

PRIORITY OF PROJECTS:

The BFCG distributes Surface Transportation Planning (STP) funds through a competitive process. Secured STP funding in the TIP reflect funding from earlier distributions and funding awarded through local competition. BFCG administers funding for Benton, Franklin, and Walla Walla County jurisdictions. BFCG awards funds according to memorandums of understanding with local jurisdictions. In addition, a regional process also prioritizes transportation enhancement projects for statewide funding consideration.

FINANCIAL PLAN:

The BFCG performs a financial feasibility assessment to determine the region's ability to meet its financial commitment on programmed projects. The financial plan begins on page seven of the TIP. Anticipated revenues for each funding category equal the obligation totals in Table 3.

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 BFCG developed this TIP amendment in cooperation with WSDOT, Ben Franklin Transit, and member jurisdictions.

PUBLIC INVOLVEMENT:

The BFCG has an adopted public participation process. The public participation process is described on page one and Appendix A of the TIP. The projects in this amendment were available for public review and comment as part of the BFCG public participation process. The projects were available for public review at the BFCG board meeting on May 15, 2009.

CONGESTION MANAGEMENT PROCESS:

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

METROPOLITAN TRANSPORTATION PLAN CONSISTENCY:

This amendment is consistent with the policies of the BFCG Regional Transportation Plan (RTP). The transportation goals and policies begin on page three of the TIP.

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 bike, pedestrian, transit, safety, air, bridge, and highway projects.

FUNDING FLEXIBILITY:

The BFCG 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:

There are no adjacent Metropolitan Planning Organizations. The WSDOT South Central Region provides cross-regional consistency between the BFCG, the Yakima Valley Conference of Governments, the Palouse Regional Transportation Planning Organization, and the Quad County (QuadCo) Regional Transportation Planning Organization.

CONCLUSION

After review and analysis of the Benton-Franklin Council of Governments' TIP amendment for May 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 Benton-Franklin Council of Governments' TIP amendment for May 2009.

**WSDOT Recommendation to Secretary Hammond
for the
Cowlitz-Wahkiakum Council of Governments
Metropolitan Planning Organization
2009-2012
Transportation Improvement Program
Amendment for May 2009**

FINDINGS

TIME FRAME:

The Cowlitz-Wahkiakum Council of Governments' (CWCOG) Transportation Improvement Program (TIP) amendment includes two-funded projects that begin in the year 2009.

PROJECTS INCLUDED:

This TIP amendment adds the following new “funding secured” project from the City of Longview:

- 14th Avenue & Broadway Intersection Improvements

This amendment also adds \$100,000 in additional secured funding for the following City of Longview project:

- SR 432 Route Development Plan Improvements

These two projects add a total of \$300,000 in federal STP funding 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 STP 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 CWCOCG developed this amendment in cooperation with the City of Longview, WSDOT, and member jurisdictions.

PUBLIC INVOLVEMENT:

The CWCOCG's public involvement process is on page nine of the TIP. The projects in the May amendment were available for public review and comment at the CWCOCG's Board meeting on April 23, 2009, and public notices announcing the Board meeting were in the *Longview Daily News*; CWCOCG's newsletter, the *Communique*; and on its [website](#).

CONGESTION MANAGEMENT PROCESS:

The CWCOCG 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 amendment for May 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 amendment for May 2009.

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

FINDINGS

TIME FRAME:

The Southwest Washington Regional Transportation Council's (RTC's) Transportation Improvement Program (TIP) amendment for May 2009 covers federal fiscal years 2009 through 2010.

PROJECTS INCLUDED:

This TIP amendment adds the following "funding secured" projects from the City of Vancouver and Clark County, respectively:

- 39th Street Pedestrian and Traffic Safety Improvement
- Low-Cost Run-Off Road Safety Improvements

These two regionally significant projects add \$850,000 in federal funds and \$169,000 in state and local funds for a total of \$1,019,000 added to 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 STP, 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 RTC developed this amendment in cooperation with WSDOT, Clark County, the City of Vancouver, 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 April 7, and May 5, 2009, RTC Board meetings.

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 May 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 May 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 May 2009.

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

FINDINGS

TIME FRAME:

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

PROJECTS INCLUDED:

This administrative amendment programs the following three Intercity Transit "funding secured" projects in the TIP:

- Capital Preventive Maintenance 2009
- Heavy Duty Bus
- Integrated transit and intercity bus terminal

The amendment for May adds \$4,247,000 in federal funds and \$1,450,000 in state and local funds for a total of \$5,697,000 added to TRPC'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. 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, 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 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 were 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 (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 the May 2009 amendment comply with air quality requirements of the region.

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 amendment for May 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 May 2009.