

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

**FINDINGS**

**TIME FRAME:**

The Benton-Franklin Council of Governments' (BFCG) Transportation Improvement Program (TIP) amendment for January 2009 includes the year 2009.

**PROJECTS INCLUDED:**

This TIP amendment transfers \$1,400,000 of Surface Transportation Program (urban) funds to the WSDOT portion of the I-182/Road 100 (Broadmoor) project.

**PRIORITY OF PROJECTS:**

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:**

This project will use federal and local funds. The financial plan begins on page seven of the TIP. Anticipated revenues for each funding category equal the obligation totals in Table 3.

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:**

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

**PUBLIC INVOLVEMENT:**

The BFCG public involvement process is described on page one and Appendix A of the TIP. The project in this amendment was available for public review and comment during the review of the 2009 TIP in August—September 2008.

**CONGESTION MANAGEMENT PROCESS:**

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

**METROPOLITAN TRANSPORTATION PLAN CONSISTENCY:**

This TIP 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:**

BFCG did not use the funding flexibility provisions of SAFETEA-LU in the development of the BFCG TIP, 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 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 January 2009, and as set forth in the above findings, the Policy Development and Regional Coordination Branch find the amendment in compliance with the requirements of 23 U.S.C. §134.

**RECOMMENDATION**

Based on the above findings and conclusion, the Policy Development and Regional Coordination Branch recommend the Secretary of Transportation approve the Benton-Franklin Council of Governments' TIP amendment for January 2009.

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

**FINDINGS**

**TIME FRAME:**

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

**PROJECTS INCLUDED:**

This TIP amendment adds four new projects and amends three existing 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 the 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 meetings held on October 9, 2008 and November 13, 2008. The Executive Board (EB) approved the projects on December 4, 2008.

**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 2009 TIP Major 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 2009 TIP Major 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, ferry, 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 January 2009, and as set forth in the above findings, the Policy Development and Regional Coordination Branch find the amendment in compliance with the requirements of 23 U.S.C. §134.

**RECOMMENDATION**

Based on the above findings and conclusion, the Policy Development and Regional Coordination Branch recommend the Secretary of Transportation approve the Puget Sound Regional Council's TIP amendment for January 2009.

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

**FINDINGS**

**TIME FRAME:**

The Spokane Regional Transportation Council's (SRTC) Transportation Improvement Program (TIP) for January 2009 includes the years 2009 through 2011.

**PROJECTS INCLUDED:**

This amendment adds two new projects that use \$1,574,000 in federal funds and \$323,000 in state and local funds. Making the combined funds amended into SRTC's TIP to be \$1,897,000.

**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 January 8, 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 (PM<sub>10</sub>).

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 amendment for January 2009, and as set forth in the above findings, the Policy Development and Regional Coordination Branch find the amendment in compliance with the requirements of 23 U.S.C. §134.

**RECOMMENDATION**

Based on the above findings and conclusion, the Policy Development and Regional Coordination Branch recommend the Secretary of Transportation approve the Spokane Regional Transportation Council's TIP amendment for January 2009.

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

**FINDINGS**

**TIME FRAME:**

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

**PROJECTS INCLUDED:**

This amendment includes one Washington State Department of Transportation (WSDOT) project that programs \$176,000 in state and local funds.

**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 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 on page 11 and Appendix E of the TIP. The project was available for public review and comment as part of the regional STP enhancements 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 January 2009 amendment complies with regional air quality conformity requirements.

**METROPOLITAN TRANSPORTATION PLAN CONSISTENCY:**

This TIP amendment's project is consistent with the goals of the TRPC's "*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 January 2009, and as set forth in the above findings, the Policy Development and Regional Coordination Branch find the amendment in compliance with the requirements of 23 U.S.C. §134.

**RECOMMENDATION**

Based on the above findings and conclusion, the Policy Development and Regional Coordination Branch recommend the Secretary of Transportation approve the Thurston Regional Planning Council's TIP amendment for January 2009.

**WSDOT Recommendation to Secretary Hammond  
for the  
Yakima Valley Conference of Governments  
Metropolitan Planning Organization  
2009-2012  
Transportation Improvement Program  
Amendment for January 2009**

**FINDINGS**

**TIME FRAME:**

The Yakima Valley Conference of Governments' (YVCOG's) Transportation Improvement Program (TIP) amendment for January 2009 includes the years 2009 through 2010.

**PROJECTS INCLUDED:**

This TIP amendment adds three new projects that use \$2,121,000 in federal funds and \$300,000 in state and local funds. Making the combined funds amended into YVCOG's TIP to be \$2,421,000.

**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. 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 this TIP amendment.

**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, 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 Yakima County and member jurisdictions.

**PUBLIC INVOLVEMENT:**

The YVCOG public involvement process is on page four of the TIP. The projects in the January amendment were available for public review and comment from January 5, 2009, through January 19, 2009. Public notices announcing the review period for the January 2009 amendment were in the *Yakima Herald Republic* on January 5, 2009, and January 12, 2009. A draft copy of the amendment was available to the public at several physical sites as well as the YVCOG website at [www.yvcog.org](http://www.yvcog.org).

**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:**

The Yakima Valley has a limited maintenance plan for both CO and PM<sub>10</sub>. All projects in the 2009-2012 TIP demonstrated that CO and PM<sub>10</sub> levels do not exceed thresholds established for conformity and for attaining and maintaining healthful air quality standards.

The projects in the January 2009 amendment comply with regional air quality conformity requirements and do not negatively impact air quality.

**METROPOLITAN TRANSPORTATION PLAN CONSISTENCY:**

The projects included in this amendment are consistent with the goals and policies of the *Yakima Valley Metropolitan and Regional Transportation Plan 2007-2027* and local 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 amendment for January 2009, and as set forth in the above findings, the Policy Development and Regional Coordination Branch find the amendment in compliance with the requirements of 23 U.S.C. §134.

**RECOMMENDATION**

Based on the above findings and conclusion, the Policy Development and Regional Coordination Branch recommend the Secretary of Transportation approve the Yakima Valley Conference of Governments' TIP amendment for January 2009.