

**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 July 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 two new “ARRA” funded project:

- City of Monroe, US-2/Chain Lake Road/N. Lewis Street (SR-203) Intersection Improvements (\$2,949,000)
- Snohomish County, Lundeen Park Way Roundabout (\$920,000)

**“NON-ARRA” PROJECTS INCLUDED:**

This TIP amendment adds eleven new non-ARRA projects and amends thirteen 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 [website](#). The meeting minutes reflecting amendment approval are also on the [website](#). The Transportation Policy Board approved the projects in this TIP amendment at its meeting on July 9, 2009 and the Executive Board approved this TIP amendment at its meeting on July 23, 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 July 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 July 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 July 2009**

**FINDINGS**

**TIME FRAME:**

The Spokane Regional Transportation Council’s (SRTC) Transportation Improvement Program (TIP) amendment changes one ARRA project and adds five projects all beginning in the year 2009.

**“ARRA” PROJECT INCLUDED:**

The amendment reduces the following Spokane County ARRA project funding to \$347,000:

- Rutter Parkway Overlay

**“Non-ARRA” PROJECT INCLUDED:**

The amendment adds the following cities of Rockford, Spangle, Spokane, and Spokane Valley and Spokane Transit projects respectively:

- First Street/Emma Street Sidewalks project—\$50,000 in federal STP and \$8,000 in state and local funding for a total of \$58,000
- Main Street Reconstruction project—\$88,000 in federal STP and \$14,000 in state and local funding for a total of \$102,000
- University Place Pedestrian Overpass project—\$445,000 in federal discretionary funding
- Reconfigure of Westbound Ramps for Pines Road/Mansfield Avenue project—\$335,000 in federal STP and \$52,000 in state and local funding for a total of \$387,000
- Coordinated Transportation Across Boundaries and the West Plains and Browne’s Addition Fixed Route Transit projects—\$653,000 in federal FTA funding and \$653 in local and state funding for a total of \$1,306,000

**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 11 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 cities of Rockford, Spangle, and Spokane; the Spokane Transit Authority; Spokane County; the WSDOT; and member jurisdiction.

**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 June 11, 2009, and July 9, 2009, Spokane Regional Transportation Council Board meetings.

### **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 comply with regional air quality conformity requirements.

### **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 July 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 July 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 #6 for July 2009**

**FINDINGS**

**TIME FRAME:**

The Thurston Regional Planning Council’s (TRPC) Transportation Improvement Program (TIP) amendment #6 for July 2009 corrects funding for one ARRA funded project beginning in the year 2009.

**“ARRA” PROJECT INCLUDED:**

This amendment corrects the following City of Olympia “funding secured” project in TRPC’s TIP:

- Union Avenue Overlay

This amendment reduces ARRA funding by \$111,176 for a changed project total of \$1,099,000 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 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 ARRA 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 the City of Olympia, WSDOT, and member jurisdictions.

**PUBLIC INVOLVEMENT:**

The TRPC public involvement process is described on page 11 and Appendix E of the TIP. The project in ARRA amendment #6 was available for public review and comment and conformed to 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 (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 this 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 “ARRA” amendment #6 for July 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 #6 for July 2009.