

**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 May 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 and amends two “ARRA” funded projects. The three projects receiving additional funds are:

- Port of Bremerton—Cross-SKIA Connector, Bremerton National Airport (new)
- Port of Seattle—East Marginal Way Grade Separation (amended)
- Sound Transit—University Link Pine Street Stub Tunnel to UW Husky Stadium (amended)

“NON-ARRA” PROJECTS INCLUDED:

This TIP amendment adds 26 new non-ARRA projects and amends two 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 the Executive Board on May 28, 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. The 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 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 Puget Sound Regional Council’s “ARRA” TIP amendment for May 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 #3 for May 2009**

FINDINGS

TIME FRAME:

This Skagit Metropolitan Planning Organization (SMPO) “ARRA” Transportation Improvement Program (TIP) amendment #3 includes projects that will begin in 2009.

“ARRA” PROJECTS INCLUDED:

This amendment adds one new project and amends two projects.

- Skagit Transit—Remodel of Skagit Station (new)
- Skagit Transit—South Mount Vernon Park and Ride (amended)
- Skagit Transit—March Point Park and Ride (amended)

“Non-ARRA” PROJECTS INCLUDED:

This amendment adds one new project and amends one project.

- City of Mount Vernon—Downtown Flood Protection (new)
- Skagit Transit—Operating Assistance

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 May 20, 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 #3 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 Skagit Metropolitan Planning Organization’s TIP “ARRA” amendment #3 for May 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 May 2009**

FINDINGS

TIME FRAME:

The Spokane Regional Transportation Council’s (SRTC) Transportation Improvement Program (TIP) amendment adds three projects beginning in the year 2009.

“ARRA” PROJECT INCLUDED:

The amendment adds three new ARRA funded transit projects to the TIP and adds ARRA funds to existing transit projects in the current TIP. The new projects include:

- Purchas Fixed Route Diesel Coaches with \$5,895,000 of ARRA funds
- Purchase Fixed Route Hybrid Coaches with \$3,661,000 of ARRA and \$2,235 local funds
- Purchas and install Security Surveillance Equipment with \$820,000 of ARRA and \$879,000 local funds

Funds added to existing TIP projects include:

- Preventive Maintenance with \$100,000 of ARRA funds
- Transit Enhancements with \$106,000 of ARRA funds

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 May 14, 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 (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 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 Spokane Regional Transportation Council’s TIP “ARRA” amendment for May 2009.