

**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 March 2009**

FINDINGS

TIME FRAME:

The Puget Sound Regional Council’s (PSRC’s) Transportation Improvement Program (TIP) amendment adds ARRA funded projects that will be completed in the years 2009 through 2010.

“ARRA” PROJECTS INCLUDED:

This TIP amendment programs 51 urban and rural ARRA projects, nine WSDOT ARRA projects, and one local project using federal bridge funds into the PSRC TIP. The WSDOT submissions include seven highway and two Washington State Ferries 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 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 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 has a very good web site including video of TIP amendment adoption at the March 12, 2009 Transportation Policy Board and the Executive Board meetings, the ARRA funded project lists, a photograph of the audience attending the meetings, and the news release approving \$214 million in Regional Economic Recovery funds.

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 TIP "ARRA" amendment for March 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 TIP "ARRA" amendment for March 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 March 2009**

FINDINGS

TIME FRAME:

The Spokane Regional Transportation Council's (SRTC) Transportation Improvement Program (TIP) amendment adds ARRA funded projects that will be completed in the years 2009 through 2010.

"ARRA" PROJECTS INCLUDED:

This amendment applies ARRA funds to eight local projects and one Washington State Department of Transportation (WSDOT) project.

SRTC will submit an amendment of ARRA funded WSDOT and Spokane Transit Authority projects during the week of March 16, 2009.

"Non-ARRA" PROJECTS INCLUDED:

This amendment also applies STP (S) funds to three safety projects in the Metropolitan Planning Area.

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 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 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 the March amendment were available for public review and comment as part of the SRTC public participation process and at the Spokane Regional Transportation Council Board meeting on March 12, 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 March 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 March 2009.

**WSDOT Recommendation to Secretary Hammond
for the
Wenatchee Valley Council of Governments
Metropolitan Planning Organization
American Recovery and Reinvestment Act of 2009
"ARRA"
2009-2012
Transportation Improvement Program
Amendment for March 2009**

FINDINGS

TIME FRAME:

The projects in the Wenatchee Valley Transportation Council (WVTC) Transportation Improvement Program (TIP) amendment are ARRA funded projects that will be completed in 2009.

"ARRA" PROJECTS INCLUDED:

This amendment adds "ARRA" funded projects to the TIP. The projects included are:

- Link Transit, Replace nine para transit minivans
- Link Transit, Replace two plow trucks
- Link Transit, Fleetnet upgrade to Windows
- Link Transit, Replace wash bay lift
- Link Transit, Paint Columbia Station and Amtrak platform, shelters, and railings
- Link Transit, Upgrade shop lighting
- Link Transit, Replace shop delivery and parts truck
- The City of Wenatchee, Historic Pipeline/Pedestrian Bridge

PRIORITY OF PROJECTS:

The WVTC used regionally established transportation goals and policies when selecting and prioritizing the projects in this TIP amendment. These projects are consistent with the "2005 Confluence 2025: A Strategic Transportation Plan for the Wenatchee Valley."

FINANCIAL PLAN:

The WVTC performs a financial feasibility assessment to determine the region's ability to meet its financial commitment on programmed projects. The WSDOT 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 WVTC developed this amendment in cooperation with WSDOT; Okanogan, Chelan and Douglas Counties; Link Transit; and member jurisdictions. All parties are active members of the WVTC.

PUBLIC INVOLVEMENT:

Public Involvement was carried out for these projects according to WVTC's Environmental Review & Outreach policy, adopted June 2005 and these projects adhere to the goals and objectives of the “*2005 Confluence 2025: A Strategic Transportation Plan for the Wenatchee Valley.*”

The WVTC adopted the 2009 Economic Stimulus Illustrative Amendment to the WTC 2009-2014 Regional Transportation Improvement program at the February 12, 2009, Council Meeting. Pursuant to the WVTC STIP Amendment Policy, staff administratively amended the funded “ARRA” economic stimulus projects into the TIP and STIP without the need for a second Board approval.

CONGESTION MANAGEMENT PROCESS:

WVTC is not a Transportation Management Area and is not required to have a congestion management process.

AIR QUALITY CONFORMITY:

WVTC is in an attainment area, therefore, it is exempt from air quality conformity.

CONSISTENCY:

The projects within the TIP are consistent with the goals and policies of the “*2005 Confluence 2025: A Strategic Transportation Plan for the Wenatchee Area*” . The goals and policies address: Safety; Access; Connectivity; Congestion and Mobility; Land Use; and Alternative Forms of Transportation.

INTERMODAL/MULTIMODAL APPROACH:

Projects included in the TIP and this amendment provide for the development of an integrated transportation network that focuses on the safe and efficient movement of people and goods. The TIP includes local roadway, bicycle, pedestrian, safety, and highway projects. WVTC is committed to an integrated selection of projects.

FUNDING FLEXIBILITY:

The funding flexibility provisions of SAFETEA-LU were not used in development of the WVTC TIP. The various categories of funding were used for their intended purpose.

CROSS-REGIONAL CONSISTENCY:

Cross-regional consistency is achieved by active participation between the MPO staff, WSDOT North Central Region; Douglas, Chelan and Okanogan Counties; twenty-two cities; 2 Port Districts; transit and tribes. WSDOT monitors projects that connect Douglas, Chelan, and Okanogan Counties. The WSDOT North Central Region's representation on adjoining RTPO technical and policy committees enhances coordination and cooperation.

CONCLUSION

After review and analysis of the Wenatchee Valley Transportation Council's TIP "ARRA" amendment for March 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 Wenatchee Valley Transportation Council's TIP "ARRA" amendment for March 2009.