

**WSDOT Recommendation to Secretary Hammond  
for the  
Cowlitz-Wahkiakum Council of Governments  
Metropolitan Planning Organization  
American Recovery and Reinvestment Act of 2009  
“ARRA”  
2009-2012  
Transportation Improvement Program  
Amendment #3 for March 2009**

**FINDINGS**

**TIME FRAME:**

The Cowlitz-Wahkiakum Council of Governments’ (CWCOG’s) Transportation Improvement Program (TIP) amendment #3 adds one ARRA funded project that will begin in the year 2009.

**“ARRA” PROJECTS INCLUDED:**

This administrative amendment programs the following project in the TIP:

- Coal Creek Road (Cowlitz County)

This amendment includes one project from Cowlitz County totaling \$1,407,000 in federal (ARRA and STP) and \$1,043,000 in state and local funds for a total of \$2,450,000 added to CWCOG’s TIP. This project previously identified as “planned” in CWCOG’s TIP is now “funding secured” which necessitates a formal amendment 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 project 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 (including ARRA), state, and local 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 CWCOG developed this amendment in cooperation with Cowlitz County, WSDOT, and member jurisdictions.

**PUBLIC INVOLVEMENT:**

The CWCOG's public involvement process is on page nine of the TIP. The project in the March amendment #3 was available for public review and comment at the CWCOG's Board meetings in January and February.

**CONGESTION MANAGEMENT PROCESS:**

The CWCOG 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 "ARRA" amendment #3 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 Cowlitz-Wahkiakum Council of Governments' TIP "ARRA" amendment #3 for March 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 #1 for March 2009**

**FINDINGS**

**TIME FRAME:**

This Skagit Metropolitan Planning Organization (SMPO) Transportation Improvement Program (TIP) amendment #1 adds ARRA funded projects that will be completed in 2009.

**"ARRA" PROJECTS INCLUDED:**

This amendment programs the following projects into the TIP:

- South Mount Vernon Park and Ride
- Fruitdale & McGarigle Road Reconstruction
- SR-9 Pedestrian/Bicycle Safety Improvements
- Anderson/Laventure Road Extension

This amendment has four projects with ARRA "secured funding" which necessitates a formal amendment to SMPO's TIP. Three of the four projects (Fruitdale & McGarigle Road Reconstruction, SR-9 Pedestrian/Bicycle Safety Improvements, and Anderson/Laventure Road Extension) are also changing lead agency. Since all four projects are now "funding secured," a formal amendment to SMPO's TIP is required.

**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 Strategic Planning and Programming Division, the Public Transportation Division, and the Highways and Local Programs Division reviewed TIP amendment #1 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 Skagit Public Involvement process was adhered to in the development of this ARRA TIP amendment, adopted on March 18, 2009 and the 2009 Skagit Island TIP, adopted on October 15, 2008 by the MPO/RTPO Policy Boards. The SMPO worked with local agencies in the development of the "illustrative" list of ARRA projects and the 2009 SMPO TIP. 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 Skagit Valley Herald). The Herald reporters are copied on the agendas for the monthly RTPO/MPO Policy Board meetings and are frequent attendees. They wrote several articles from December 2008 to February 2009 regarding the ARRA process and the Skagit ARRA projects list. SCOG is very aware of the need for open Government and utilized every opportunity to include the public and private sectors in all its public processes.

**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 #1 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 Skagit Metropolitan Planning Organization's TIP "ARRA" amendment #1 for March 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 #4 for March 2009**

**FINDINGS**

**TIME FRAME:**

The Thurston Regional Planning Council’s (TRPC) Transportation Improvement Program (TIP) amendment #4 for March 2009 adds one ARRA funded project that will begin in the year 2009.

**“ARRA” PROJECTS INCLUDED:**

This administrative amendment programs the following project in the TIP:

- 800 Series buses (Intercity Transit)

This amendment includes one project from Intercity Transit totaling \$2.335 million in ARRA funding added to TRPC’s TIP. This project previously identified as “planned” in TRPC’s TIP is now “funding secured” which necessitates a formal amendment 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 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 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 project was available for public review and comment as part of the amendment of "planned" projects TRPC approved on March 6, 2009.

**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 March 2009 amendment #4 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 #4 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 Thurston Regional Planning Council's TIP "ARRA" amendment #4 for March 2009.

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for the  
Yakima Valley Conference of Governments  
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American Recovery and Reinvestment Act of 2009  
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Amendment #1 for March 2009**

**FINDINGS**

**TIME FRAME:**

The Yakima Valley Conference of Governments' (YVCOG's) Transportation Improvement Program (TIP) ARRA amendment #1 for March 2009 adds three funded projects that will begin in the year 2009.

**"ARRA" PROJECTS INCLUDED:**

This amendment includes ARRA funding for three projects. Two projects (the cities of Moxee and Selah) previously identified as "planned" in the Yakima Valley TIP are now "funding secured" and require formal amendment into the 2009 TIP, and one WSDOT project already included in the TIP requires a formal amendment to add federal ARRA funds. The three projects utilize a combined total of \$32,898,000 in federal ARRA funds and \$798,000 in state and local funds, making the combined funds amended into YVCOG's TIP to be \$33,696,000.

**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 TIP amendment #1 for March 2009.

**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 WSDOT, the cities of Moxee and Selah, and member jurisdictions.

**PUBLIC INVOLVEMENT:**

The YVCOG public involvement process is on page four of the *Yakima Valley 2009-2012 M/RTIP*. Because all three projects included in the March 2009 TIP amendment #1 were included in the *Yakima Valley 2009-2012 M/RTIP* as either “planned” or “funding secured,” all three projects have previously undergone a complete public review process from September 1, 2008, through September 15, 2008. There were public notices announcing the review period in the *Yakima Herald-Republic* and the *Sunnyside Daily Sun News*. A draft copy of the *Yakima Valley 2009-2012 M/RTIP* was available for public viewing at several physical sites throughout Yakima County as well as on 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:**

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 E in the TIP includes the YVCOG’s air quality analysis.

The projects in the March ARRA 2009 amendment #1 comply with regional air quality conformity requirements.

**METROPOLITAN TRANSPORTATION PLAN CONSISTENCY:**

The projects included in the March amendment #1 are consistent with the goals and policies of the *Yakima Valley Metropolitan and Regional Transportation Plan 2007-2027* and local adopted 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 “ARRA” amendment #1 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 Yakima Valley Conference of Governments’ TIP “ARRA” amendment #1 for March 2009.