

Executive Summary

The 2010 annual update of the STP Regional Project Selection Summary Report is developed to provide a full and transparent accounting of the Federal STP Regional funds in which regional organizations select projects. As required SSB 6241, included Section 309(19) regional organizations receiving federal funds under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) are required to select projects based on regional priorities and discontinue formulaic distributions.

SAFETEA-LU and its predecessors have placed an increased emphasis on transportation planning activities at both the state and regional levels. Washington State has 11 Metropolitan Planning Organizations (MPO) that provide a forum for local decision-making on transportation issues of a regional nature.

Under SAFETEA-LU, the policy for the metropolitan planning process is to promote consistency between transportation improvements and State and local planned growth and economic development patterns. As a condition of receipt of federal capital or operating assistance, MPOs must have a continuing, cooperative and comprehensive transportation planning process. MPOs must annually self-certify that they meet all the federal transportation planning requirements. Additionally, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are required to formally review and verify the plans of each TMA at least every four years.

By federal law, the three MPOs in the Puget Sound, Spokane and Vancouver areas select projects in consultation with WSDOT. In smaller urban area MPOs and in rural areas, county regions select projects in cooperation with WSDOT.

This cooperative transportation decision-making process provides a forum for member jurisdictions to discuss regional transportation issues and plan transportation improvement for the region. MPOs cooperate with the State in developing transportation plans and programs for the urbanized area consistent with the statewide plan. The Washington Transportation Plan (WTP) is Washington's long-range statewide transportation plan developed in accordance with SAFETEA-LU requirements and in coordination with the MPOs. Consistency between the WTP key investment guidelines and key policy recommendations in the MPO regional plans is fundamental.

In addition to the MPOs receiving an allocation of Federal funds, it has been the practice in Washington State since prior to 1991 to provide federal funds to county regions to select priority transportation projects in their respective regions. Transportation needs of the rural counties are often much different than the needs of metropolitan areas. Rural counties frequently partner with the smaller

local jurisdictions to meet the broader needs of the countywide transportation system. In an effort to maximize the use of federal funds, some rural counties provide county funds to the smaller local jurisdictions and/or provide in-kind services in lieu of competing in the federal aid program. The federal funds are then utilized on county priority projects.

The information provided discusses each regional organizations project selection process as it relates to their regional priorities, and the list of projects that have been selected to utilize SAFETEA-LU funds and subsequent extensions.

Beginning in mid-2007, Federal law required MPOs to develop a four year TIP. For estimating purposes, entities were advised to utilize 2010 amounts for future programming.

Southwest Washington Regional Transportation Council (RTC)

The Southwest Washington

Regional Transportation Council (RTC) is the Metropolitan Planning Organization (MPO) for the Clark County area. RTC utilizes a regional prioritization and selection process to allocate Federal-aid funds for the Surface Transportation Program (STP) and Congestion Mitigation/Air Quality (CMAQ) funds.



Projects selected to utilize the federal funds are consistent with the transportation policies in the Washington Transportation Plan (WTP) and RTC's Metropolitan Transportation Plan. The regional priorities established by RTC are:

- Intermodal;
- Multimodal;
- Mobility;
- Safety;
- Economic development;
- Financial/implementation; and
- Air quality.

For CMAQ funding, air quality is tripled in significance.

RTC completes a technical analysis and projects are selected by funding type to meet the regional needs and priorities. RTC Board has final selection approval.

Puget Sound Regional Council (PSRC)

The Puget Sound Regional Council (PSRC) serves as both the Regional Transportation Planning Organization (RTPO) and the Metropolitan Planning Organization (MPO) for the four counties of Kitsap, King, Pierce and Snohomish. PSRC utilizes a regional and countywide prioritization and selection process to allocate Federal-aid funds to the Puget Sound area. This process is used for the Surface Transportation Program (STP) and Congestion Mitigation/Air Quality (CMAQ) funds.



The project selection process is designed to implement and fund projects that are consistent with the WTP and the policies of the various regional transportation plans such as: Transportation 2040; VISION 2020; Regional Economic Strategy; and local comprehensive plans. Support for designated regional growth and manufacturing/industrial centers and the corridors that connect them is the overall policy focus from these plans, which now includes support for industry clusters from the region's adopted Regional Economic Strategy. PSRC has established the following regional priorities:

- Preservation; and maintenance
- Safety;
- System efficiencies/Intelligent Transportation Systems;
- Missing links on the Metropolitan Transportation system;
- Congestion/mobility; and
- Transportation Demand Management/Commute Trip Reduction;
- Air quality/climate change.

A call for projects is issued for both the STP and CMAQ funding sources. The policy focus for both the regional and countywide processes is support for centers and their connecting corridors. The evaluation criteria used in the project selection process includes criteria related to the centers and corridors policy focus, as well as criteria related to project readiness and air quality benefits. While the air quality criterion is heavily weighted for projects submitted for CMAQ funding, projects submitted for STP funding are also evaluated for air quality benefits. The other criteria are weighted equally for both funding sources. Most recently health benefits and the reduction of greenhouse gas emissions has also been included.

There are two differences between the regional and countywide processes:

- The regional process selects priority regional projects, and the countywide processes select priority projects among each of the four counties; and
- The regional process focuses on centers designated through countywide planning policies, and the countywide processes focus on centers as broadened to include those identified in local jurisdictional plans.

Spokane Regional Transportation Council (SRTC)

The Spokane Regional Transportation Council (SRTC) serves as both the Regional Transportation Planning Organization (RTPO) and the Metropolitan Planning Organization (MPO). SRTC utilizes a regional prioritization and selection process to allocate Federal-aid funds to the Spokane area. This process is used for the Surface Transportation Program (STP) and Congestion Mitigation/Air Quality (CMAQ) funds.



To ensure the most regionally significant projects are funded, all projects must be consistent with WTP and the Metropolitan Transportation Plan, before they are further evaluated using regionally adopted scoring criteria.

SRTC has segmented the STP funding into three functional areas to recognize that transportation improvements are multi-faceted, and thus require different investment strategies based on where a particular roadway or facility is in the investment life cycle. The three functional areas and their respective regional priorities are:

- Capital improvements – structural condition, freight mobility, safety, alternative modes, economic development and ability to advance;
- Preservation improvements – structural condition, alternative modes, freight mobility, traffic volumes, safety and ability to advance; and
- Preliminary engineering – project in metropolitan plan, roadway classification, regional significance and current status of project.

CMAQ funding is used to implement projects within the Spokane urban area that have a quantifiable benefit to addressing both transportation congestion relief and the improvement of transportation related air quality emissions. As a maintenance area for both PM-10 and Carbon Monoxide (CO), SRTC, as well as the local agencies and jurisdictions, have developed a program of projects through the development of an ITS Architecture Plan and Implementation Program to address reoccurring congestion and to enhance alternative programs through the Commute Trip Reduction Office operated by Spokane County. Projects prioritized and selected for funding must be capable of deriving both a quantifiable air quality (for either PM-10 or CO) and congestion relief benefit.

Benton-Franklin Council of Governments (BFCG)

The Benton-Franklin Council of Governments (BFCG) functions as both the Regional Transportation Planning Organization (RTPO) and the Metropolitan Planning Organization (MPO). BFCG has established competitive processes to allocate Federal-aid funds to the Benton, Franklin and Walla Walla area. These processes are used for the Surface Transportation Program (STP) funds.



Projects selected to use STP funds within the three counties are directly aligned with the transportation policies in the WTP and the most recently approved Regional Transportation Plan. The regional priorities used by BFCG to select projects are:

- Access;
- Efficiency;
- Safety;
- Security;
- Environmental;
- Pedestrian and bicycles;
- Transit;
- Transportation Demand Management and Commute Trip Reduction;
- Land use;
- Freight mobility;
- Intermodalism; and
- Regional consistency.

After projects are prioritized, a recommended list is forwarded to the Benton-Franklin Council of Governments board for final approval and funding.

Lewis-Clark Valley (LCV) MPO

The Lewis-Clark Valley (LCV) is the bi-state MPO for the Asotin County Metropolitan Area and utilizes a regional prioritization and selection process to allocate the Federal Surface Transportation Program (STP) funds.



Previously, Asotin County served as the lead agency for the regional prioritization and selection process to allocate the federal STP funds. The county process included representatives from the local jurisdictions. The focus of that process included: projects on eligible functional classification roadways, safety and preservation.

LCV has determined that to ensure the most regionally significant projects are funded; all projects must be consistent with the WTP and the regional transportation plan. LCV has established the following regional priorities:

- Improve safety;
- Preservation;
- Provide roadway connectivity for improved traffic dispersion and decreased congestion hot spots; and
- Ensure efficient and safe movements of goods and services.

At this time LCV has developed a prioritization and selection process. The new process will be implemented for the FFY 2009 allocation.

Skagit Metropolitan Planning Organization (SMPO)

The Skagit Metropolitan Planning Organization (SMPO) utilizes a competitive process to allocate Federal Surface Transportation Program (STP) funds for the Skagit County area.

SMPO has established three focus areas for the STP allocations. They include: 85 percent for county wide competitive process, ten percent for the SMPO and five percent is set aside as a competitive resource accessible to Skagit Transit, the Ports of Skagit and Anacortes and the tribal nations within Skagit County.



Projects selected to utilize the federal funds are consistent with the transportation policies in the WTP and the Regional Transportation Plan. SMPO has established the following as the regional priorities:

- Safety;
- Bottleneck and chokepoints;
- System preservation, efficiency and transportation access;
- Strong economy, good jobs and moving freight;
- Building future visions; and
- Health and the environment.

These priorities are the focal point of the new adopted prioritization process.

Cowlitz-Wahkiakum Council of Governments (CWCOG)

The Cowlitz-Wahkiakum Council of Governments (CWCOG), as the Metropolitan Planning Organization (MPO), allocates the Federal-aid funds for the Longview-Kelso/Cowlitz County area.



STP funds are split according to the county's urban/rural population split, which resulted in the MPO area receiving 63 percent of the funds, while the non-MPO area received the remaining 37 percent.

The TAC members determined that projects submitted will be prioritized for funding based on consensus.

The Cowlitz TAC members agreed to submit and support projects that

- are through the planning and design phases and ready for construction;
- are the result of long-range planning efforts;
- assist in future long-range planning studies to be undertaken in the future; and
- have other sources of funding.

The region has selected projects that are consistent with the WTP and that are consistent with the priorities established by the region in the Regional Transportation Plan including:

- Preservation;
- Economic vitality;
- Safety;
- Mobility; and
- Environmental quality.

By dedicating the STP funds to regional projects, it is anticipated that the projects will be completed more quickly, resulting in a much more substantial impact on CWCOG's regional transportation network.

Thurston Regional Planning Council (TRPC)

The Thurston Regional Planning Council (TRPC) serves as both the Regional Transportation Planning Organization (RTPO) and the Metropolitan Planning Organization (MPO) for the Thurston County area. TRPC conducts a regional prioritization and selection process to allocate Surface Transportation Program (STP) funds throughout the Thurston region.



TRPC promotes investment in all modes of travel and selects projects consistent with the Regional Transportation Plan and the WTP. Funding priorities established for the selection of STP projects include:

- Safety;
- Preservation; and
- System efficiency.

TRPC uses a policy-based prioritization process to evaluate competing proposals and determine which merit funding. TRPC has a strong policy intent to achieve geographical equity in addressing the backlog of unmet safety, preservation and efficiency needs in communities throughout the region. TRPC actively encourages participation by all communities in the region, including urban and rural jurisdictions, tribes, transit, and non-profit organizations.

In FFY 2005 TRPC became eligible to allocate Congestion Mitigation/Air Quality (CMAQ) funds to address PM10 (particulate matter 10 microns in size or less) in its maintenance area, which is roughly the Lacey-Olympia-Tumwater urban area.

After evaluating eligible project types for their effectiveness in addressing PM10, TRPC identified technology investments to convert its most congested strategy corridors into 'smart corridors' as its highest funding priority. This includes an integrated package of interconnected signals, inter-jurisdictional timing coordination, and transit signal priority investments for the principal east-west and north-south corridors. These corridors, which serve all three state campus locations, involve six different agencies and several critical interchange ramps. TRPC is advised by its Transportation Policy Board but retains final decision-making authority on the distribution of its STP and CMAQ funds.

Whatcom Council of Governments (WCOG)

The Whatcom Council of Governments (WCOG) is both the Regional Transportation Planning Organization (RTPO) and the Metropolitan Planning Organization (MPO). WCOG utilizes a regional prioritization and selection process to allocate Federal-aid funds to the Whatcom County area. This process is used for the Surface Transportation Program (STP) funds.



Projects selected are consistent with the transportation policies in the WTP and the Regional Transportation Plan. WCOG has established the following regional priorities for project scoring, selection, and prioritization:

- Alternative transportation mode choices;
- Connections between jurisdictions, hubs, centers or modes;
- System capacity and reduction of deficiencies;
- Multiple funding partners;
- Freight mobility;
- Serving the needs of travel and commerce by increasing safety or security; and
- Addressing deficiencies in the all-weather road system
- Provide benefits to large proportion of system users.

Periodically, WCOG reviews the criteria used to prioritize local projects for STP funding. As part of the project selection and prioritization process, WCOG issues a call for proposals every three years. WCOG has determined that three years is a good time frame since needs change rapidly and it takes three years to spool up a project.

All projects submitted to WCOG for funding consideration must meet the following baseline requirements:

1. Project is on the regional transportation system as currently adopted, or meets criteria to be added.
2. Project is listed on the lead agency's current six-year TIP and 5% of estimated project cost will be committed in the first four years.
3. Construction projects must include a minimum total of \$300,000 in Federal funds with at least \$150,000 from the STP(R) program.

Wenatchee Valley Transportation Council (WVTC)

Wenatchee Valley Transportation Council (WVTC) is the Metropolitan Planning Organization (MPO) for the Wenatchee Valley. WVTC utilizes a regional prioritization and selection process for the Federal Surface Transportation Program (STP) funds allocated to the Chelan/Douglas county area.



Candidate projects must be consistent with the policies in the Washington Transportation Plan and Metropolitan Transportation Plan. WVTC has established the following regional priorities for project selection:

- System preservation;
- Congestion relief / capacity expansion;
- Safety improvements;
- Transportation enhancements;
- Public transit system expansion; and
- Non-motorized system expansion.

WVTC began selecting projects within Chelan and Douglas counties from federal fiscal year 2008 forward, and has completed its second cycle of project selections as of November 2009. Projects have been approved by WVTC for obligation through the full programming time frame, representing anticipated STP funds through year 2013. Future annual revenues have been programmed based on the FFY 2006 actual amount of \$1,379,196 per WSDOT guidance.

WVTC has conducted a regional prioritization and selection process that makes the most effective use of available federal funds. Projects were evaluated based on a combination of the WVTC federal funding priorities identified above, and the objectives of the Metropolitan Transportation Plan.

Yakima Valley Conference of Governments (YVCOG)

The Yakima Valley Conference of Governments (YVCOG) serves as both the Regional Transportation Planning Organization (RTPO) and the Metropolitan Planning Organization (MPO) for the Yakima County region. YVCOG is utilizing a regional prioritization and selection process to allocate Federal-aid funds to the Yakima County region. This process is used for the Surface Transportation Program (STP) and the Congestion Mitigation/Air Quality (CMAQ) funds.



CMAQ funds have always been distributed based on a competitive process between eligible jurisdictions in the MPO area.

For FFY 2010-2011, STP funds were distributed to Yakima County jurisdictions based on a competitive process between all jurisdictions in the MPO/RTPO area with a proportional urban/rural funding split based on population. Projects within federal urban area jurisdictions could apply for the urban proportion of STP funds (STP-U) only, but non-urban jurisdictions (population less than 5,000) could apply for both urban and rural STP funding.

The Yakima Valley MPO/RTPO Technical Advisory Committee (TAC) recommended the following changes to the 2007 competitive prioritization and selection process for STP funds: 1) suspension of the established “Money Division Rules” which ensured full funding for projects that received partial funding in the current selection process, and 2) setting a maximum STP funds request per project.

STP projects selected must be consistent with the transportation policies in the WTP and the Regional Transportation Plan. YVCOG has established the following regional priorities for project selection:

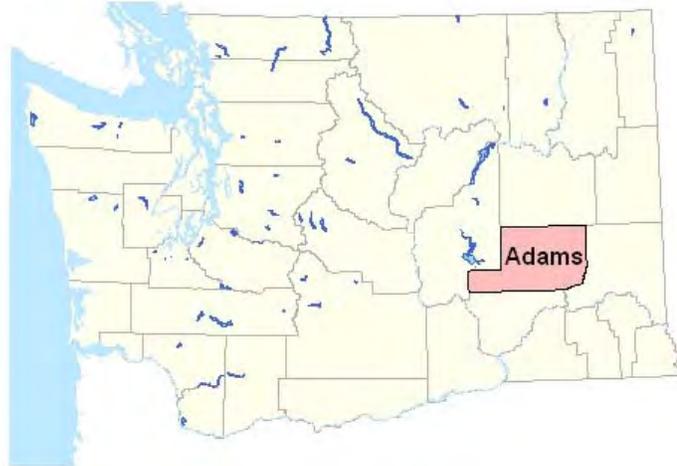
- System preservation;
- Freight mobility;
- Safety;
- Alternative transportation mode choices; and
- Project readiness.

The Yakima Valley MPO/RTPO Executive Committee selected eight (8) projects using the STP competitive process. All projects selected were programmed through amendments to the 2009-2012 TIP/STIP.

Adams County Region

Adams County serves as lead agency for the regional prioritization and selection process to allocate Federal Surface Transportation Program (STP) funds to the - the county is rural in nature, the priorities for allocating the federal funds are

- Preservation; and
- Safety of the federal functional routes.



To manage the federal funds to the benefit of the traveling public, Adams County offered its local jurisdictions the option to enter into agreements to exchange federal funds for county funds for transportation purposes. The benefit to this method is that these small jurisdictions are able to make the maintenance improvements necessary on their transportation facilities without the expense of hiring additional staff or a consultant to meet federal administrative requirements.

As a direct result of these county funded agreements, no local jurisdictions participate in the federal STP program. Therefore, all STP funds are spent on county eligible facilities.

The county projects on eligible federal functional routes are evaluated based on criteria such as:

- Roadway geometrics;
- Safety;
- Surface condition;
- Traffic volumes;
- Freight mobility;
- Economic development; and
- Connectivity between traffic generators (i.e., cities, towns, neighboring counties).

Projects are prioritized and adopted by the Board of County Commissioners.

Clallam County Region

Clallam County serves as the lead agency for the regional prioritization and selection process to allocate Federal Surface Transportation Program (STP) funds to the Clallam County region. The county employs a regional process with representatives from the local jurisdictions and other transportation providers.



Projects selected to utilize the federal funds are consistent with the transportation policies in the WTP and the Regional Transportation Plan.

The following are the regional priorities for the Clallam County region:

- Safety;
- Mobility;
- Pedestrian and bicyclist safety; and
- Enhanced transit service.

Project proposals identify the project scope, project cost and articulate the regional priority addressed by the project. Proposals are evaluated, prioritized and selected for final approval.

Columbia County Region

Columbia County serves as lead agency for the regional prioritization and selection process to allocate Federal Surface Transportation Program (STP) funds to the Columbia County region.



Columbia County is collaboratively working with the local jurisdictions toward the development of a regional prioritization and selection process. The following are the regional priorities for the Columbia County region:

- Safety improvements;
- System preservation;
- Non-motorized system rehabilitation and/or expansion; and
- Capacity expansion.

The criteria utilized to evaluate potential projects will include:

- Structural rating;
- Road usage;
- Vertical and horizontal alignment;
- Safety improvements; and
- Bicycle and pedestrian safety.

Projects approved for funding through the Transportation Improvement Board (TIB) and Rural Arterial Program (RAP) that will use STP funds for match will have higher priority. Pending approval of these projects, STP funds will be programmed based on the new process.

Once prospective projects have been evaluated, final selection and funding amounts will be made by the Columbia County Board of Commissioners.

Ferry County Region

Ferry County serves as lead agency for the regional prioritization and selection process to allocate Federal Surface Transportation Program (STP) funds to the Ferry County region. Since the county is rural in nature, the priorities for allocating the federal funds are:

- Preservation; and
- Safety of the federal functional routes.



Past practice in the Ferry County region utilized the federal funds for eligible projects on facilities owned only by the county.

For the FFY 2011 allocation, Ferry County anticipates collaborating with the local jurisdictions as the county shifts to a regional prioritization and selection process.

Garfield County Region

Garfield County serves as lead agency for the regional prioritization and selection process to allocate Federal Surface Transportation Program (STP) funds to the Garfield County region. Since the county is rural in nature, the priorities for allocating the federal funds are:



- Preservation; and
- Safety of the federal functional routes.

Projects selected to utilize the federal funds are consistent with the transportation policies WTP and the Regional Transportation Plan.

Project proposals are submitted annually to the county for consideration and inclusion in the competitive project selection process. Project prioritization and selections are based on the STP funds available and criteria such as:

- Local significance;
- Accident history;
- Pavement/structural rating;
- Roadway geometrics; and
- Roadway safety.

In no case shall any project be awarded an amount greater than STP funds available. Partially funded projects may be resubmitted up to a maximum of 5 consecutive years and only until fully funded.

Garfield County Commissioners have full authority over the administration of Garfield County's STP funds and may de-obligate STP funds on any project, if it is determined the project is not moving forward as planned or the project is deemed ineligible for any reason.

It is anticipated that further collaboration with the local jurisdictions on the regional prioritization and selection process in the Garfield County region will be required to ensure the process meets the new requirements for future allocations.

Grant County Region

Grant County serves as the lead agency for the regional prioritization and selection process to allocate Federal Surface Transportation Program (STP) funds to the Grant County region.

Due to the administrative cost of managing federal funds and to benefit the smaller local jurisdictions, Grant County provides county dollars to the eligible local jurisdictions in exchange for the STP funds.



Projects selected to utilize the federal funds are consistent with the transportation policies in the WTP and the Regional Transportation Plan. The following are the regional priorities for the Grant County region:

- Arterial/major or minor collector;
- Freight mobility;
- All weather roads;
- Safety; and
- Preservation.

Project proposals are evaluated and prioritized based on criteria established by the regional priorities. Projects are funded based on priority ranking and the ability to move the project forward.

Grays Harbor Council of Governments (GHCOG)

Grays Harbor Council of Governments (GHCOG) serves as the lead agency for the regional prioritization and selection process to allocate Federal Surface Transportation Program (STP) funds to the Grays Harbor County region. GHCOG employs a regional process with representatives from local jurisdictions and other transportation providers.



Projects selected to utilize the federal funds are consistent with the transportation policies in the WTP and the Regional Transportation Plan. The following are the regional priorities for Grays Harbor County region:

- Preservation of existing system;
- Safety;
- Economic vitality;
- Mobility; and
- Public transportation.

GHCOG notifies all local jurisdictions and taxing authorities within the county region of the STP competitive grant opportunity. The GHCOG STP process is an open, competitive process which encourages participation through regional partnerships and encourages investments in all modes of surface transportation. Project proposals are evaluated and prioritized based on criteria such as:

- Benefit to regional transportation system;
- Encourages multimodal connections and accessibility;
- Preservation or improvements of existing facilities; and
- Freight mobility.

Island County Region

Island County serves as the lead agency for the regional prioritization and selection process to allocate Federal Surface Transportation Program (STP) funds to the Island County region. The County employs a regional process with representatives from the local jurisdictions and other transportation providers (called SIRTPO Island Sub-region Policy Board).



Projects selected to utilize the federal funds are consistent with the transportation policies in the WTP and the Regional Transportation Plan. The following are the regional priorities for the Island County region:

- Preservation;
- Safety;
- Congestion relief;
- Multimodal service; and
- Connections.

Project proposals are evaluated and prioritized based on criteria such as:

- Better use of existing facilities;
- Coordination of transportation modes;
- Environmental considerations;
- Plan consistency;
- Preservation; and
- Safety.

Projects are selected and approved by the Policy Board.

Jefferson County Region

Jefferson County serves as the lead agency for the regional prioritization and selection process to allocate Federal Surface Transportation Program (STP) funds to the Jefferson County region. The county employs a regional process with representatives from the local jurisdictions and other transportation providers.



Projects selected to utilize the federal funds are consistent with the transportation policies in the WTP and the Regional Transportation Plan. The following are the regional priorities for the Jefferson County region:

- Preservation;
- Congestion relief;
- Economic development;
- Safety;
- Improvements for bicycles and pedestrians; and
- Transit service.

The regional prioritization and selection process distributes the STP funds to the highest priority projects. Jefferson County considers this a successful process.

Kittitas County Region

Kittitas County serves as the lead agency for the regional prioritization and selection process to allocate Federal Surface Transportation Program (STP) funds to the Kittitas County region.

Kittitas County notifies all local jurisdictions within the county region of the STP competitive grant opportunity. All local jurisdictions that have eligible federally classified routes are encouraged to apply.



Projects selected to utilize the federal funds are consistent with the transportation policies in the WTP and the Regional Transportation Plan. The regional priorities for allocating the federal funds are:

- Preservation;
- Safety; and
- Regional corridors.

The selection process is open, competitive and encourages participation through regional partnerships.

Klickitat County Region

Klickitat County serves as the lead agency for the regional prioritization and selection process to allocate Federal Surface Transportation Program (STP) funds to the Klickitat County region.

Due to the administrative cost of managing federal funds and to benefit the smaller local jurisdictions, Klickitat County provides in-kind services to the eligible local jurisdictions in exchange for the STP funds.



Projects selected to utilize the federal funds are consistent with the transportation policies in the WTP and the Regional Transportation Plan. The following are the regional priorities for the Klickitat County region:

- Preservation;
- Safety; and
- Bicycle and pedestrian improvements.

Project proposals are evaluated and prioritized based on criteria established by the regional priorities.

Lewis County Region

Lewis County serves as the lead agency for the regional prioritization and selection process to allocate Federal Surface Transportation Program (STP) funds to the Lewis County region. The county employs a regional process with representatives from the local jurisdictions and other transportation providers.



Lewis County collaboratively working with the local jurisdictions have in place the Lewis County Transportation Strategy Council who has developed the regional prioritization and selection process. The following are the regional priorities for the Lewis County region:

- Safety;
- Preservation;
- Mobility; and
- Multimodal

Projects are solicited by the Lewis County Transportation Strategy Council from the county and cities for the regional prioritization and selection process. The criteria utilized to evaluate potential projects include:

- Traffic volume;
- Pavement rating;
- Geometrics;
- Accident history and safety improvements;
- Regional and local significance;
- Geographic equity;
- Maintenance offset;
- Freight mobility; and
- Constructability and permits.

Project proposals are evaluated to ensure eligibility and prioritized based on the regional priorities. Projects selected to utilize the federal funds are consistent with the transportation policies in the WTP and the Regional Transportation Plan.

Lincoln County Region

Lincoln County serves as the lead agency for the regional prioritization and selection process to allocate Federal Surface Transportation Program (STP) funds to the Lincoln County region. Since the county is rural in nature, the priorities for allocating the federal funds are:



- Preservation; and
- Safety of the federal functional routes.

Projects selected to utilize the federal funds are consistent with the transportation policies in the WTP and the Regional Transportation Plan.

Project proposals are evaluated and prioritized based on criteria such as:

- Structural and geometric conditions;
- Safety preservation;
- Congestion;
- Efficiency;
- Local significance; and
- Road use.

Lincoln County did a call for projects in June of 2008 and selected projects through 2011.

WSDOT requested and authorized the RTPO's to have a call for and select Enhancement Projects in 2010. Sixteen projects were submitted and five were selected for funding. Within Lincoln County, the Town of Reardan was approved for funding for the "Health Clinic Sidewalk" project in the amount of \$117,600.

Mason County Region

Mason County serves as the lead agency for the regional prioritization and selection process to allocate Federal Surface Transportation Program (STP) funds to the Mason County region. The county employs a regional process with representatives from the local jurisdictions and other transportation providers.



Projects selected to utilize the federal funds are consistent with the transportation policies in the WTP and the Regional Transportation Plan. The following are the regional priorities for the Mason County region:

- Preservation;
- Improving transportation links;
- Safety;
- Public transportation;
- Improving regional economy;
- Freight mobility; and
- Bikes and trails.

Project proposals are evaluated to ensure eligibility and prioritized based on the regional priorities.

Okanogan County Region

Okanogan County serves as the lead agency for the regional prioritization and selection process to allocate Federal Surface Transportation Program (STP) funds to the Okanogan County region. The county employs a regional process with representatives from the local jurisdictions.



Projects selected to utilize the federal funds are consistent with the transportation policies in the WTP and the Regional Transportation Plan.

The following are the regional priorities for the Okanogan County region:

- Preserve the structural adequacy and operational level of the existing road system;
- Enhance the roadside safety of the existing road system;
- Focus on regionally significant arterials; and
- Each participating agency should be awarded one project if funding allows.

The regional priorities are used to develop the project evaluation and rating system.

Pacific County Region

Pacific County serves as the lead agency for the regional prioritization and selection process to allocate Federal Surface Transportation Program (STP) funds to the Pacific County region. Since the county is rural in nature, the priorities for allocating the federal funds are:

- Preservation; and
- Safety of the federal functional routes.



Previously, due to the administrative cost of managing federal funds and to benefit the smaller local jurisdictions, Pacific County provided county funds to the eligible local jurisdictions in exchange for the STP funds.

The change to a regional prioritization and selection process will result in projects that support the region's transportation efforts. It is anticipated that the STP funds will leverage additional funds through grants, and dedication of local gas tax resources.

Pacific County, working through the Pacific Council of Governments, is committing the 2008-2011 STP funds to the completion of Sandridge Road improvements.

Pend Oreille County Region

Pend Oreille County serves as the lead agency for the regional prioritization and selection process to allocate Federal Surface Transportation Program (STP) funds to the Pend Oreille County region. Since the county is rural in nature, the priorities for allocating the federal funds are:

- Preservation; and
- Safety of the federal functional routes.



Due to the administrative cost of managing federal funds and to benefit the smaller local jurisdictions, Pend Oreille County provides county funds to the eligible local jurisdictions in exchange for the STP funds. Also, the county provided additional federal funds to the city of Newport project to ensure project delivery.

San Juan County Region

San Juan County serves as the lead agency for the regional prioritization and selection process to allocate Federal Surface Transportation Program (STP) funds to the San Juan County region. Since the county is rural in nature, the priorities for allocating the federal funds are:

- Preservation;
- Safety; and
- Non-motorized facilities on the federal functional routes.



The county employs a regional process with representatives from the local jurisdictions. Projects selected to utilize the federal funds are consistent with the transportation policies in the WTP and the Regional Transportation Plan.

Projects are selected based on criteria such as:

- Traffic volumes;
- Accidents;
- Preservation; and
- Local significance.

Project proposals are evaluated to ensure eligibility and prioritized based on the regional priorities.

Skamania County Region

Skamania County serves as the lead agency for the regional prioritization and selection process to allocate Federal Surface Transportation Program (STP) funds to the Skamania County region. Since the county is rural in nature, the priorities for allocating the federal funds are:

- Preservation; and
- Safety of the federal functional routes.



Due to the administrative cost of managing federal funds and to benefit the smaller local jurisdictions, Skamania County provides in-kind services to the eligible local jurisdictions in exchange for the STP funds.

Projects are selected based on criteria such as:

- Federal functional classification;
- Traffic volume;
- Safety;
- Deviations from geometric standards; and
- Preservation.

Stevens County Region

Stevens County serves as the lead agency for the regional prioritization and selection process to allocate Federal Surface Transportation Program (STP) funds to the Stevens County region.



Due to the administrative cost of managing federal funds and to benefit the smaller local jurisdictions, Stevens County

provides county funds to the eligible local jurisdictions in exchange for the STP funds with the exception of Chewelah, Colville and Kettle Falls.

Projects are selected to utilize federal funds through a competitive regional process consistent with the transportation policies in the WTP and Regional Transportation Plan. The following are the regional priorities for the Stevens County region:

- Preservation;
- Capacity;
- Safety; and
- Freight mobility.

Applications are submitted for qualifying projects ranked and funded according to their relative score.

Wahkiakum County Region

Wahkiakum County serves as the lead agency for the regional prioritization and selection process to allocate Federal Surface Transportation Program (STP) funds to the Wahkiakum County region. Since the county is rural in nature, the priorities for allocating the federal funds are:



- Preservation; and
- Safety of the federal functional routes.

Due to the administrative cost of managing federal funds and to benefit the smaller local jurisdictions, Wahkiakum County has provided in-kind services to the Town of Cathlamet in exchange for the STP funds. In addition, when timber revenues have been sufficient, the county has made a practice of assisting the Town of Cathlamet with some of their capital improvements through a reserve fund that is separate from both the county road fund and the STP allocations.

There are no other towns or cities in Wahkiakum County.

Whitman County Region

Whitman County serves as the lead agency for the regional prioritization and selection process to allocate Federal Surface Transportation Program (STP) funds to the Whitman County region. The county employs a regional process with representatives from the local jurisdictions.



Projects selected to utilize the Federal funds are consistent with the transportation policies in the WTP and the Regional Transportation Plan.

The prioritization of transportation improvement projects will be based on the priorities contained within the 2010 Palouse RTPO Regional Transportation Plan. The following are the regional priorities for the Whitman County region:

- System preservation;
- System efficiencies;
- Safety;
- Bottlenecks and chokepoints;
- Economic vitality;
- Freight mobility; and
- Future visions, health and the environment.

Final selections are designated by the County Engineer through a consultation and evaluation process with other stakeholders.