

**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 #2 for March 2009**

**FINDINGS**

**TIME FRAME:**

The Spokane Regional Transportation Council’s (SRTC) Transportation Improvement Program (TIP) amendment adds one ARRA funded project that will be completed in the year 2009.

**“ARRA” PROJECTS INCLUDED:**

This amendment applies ARRA funds to the Washington State Department of Transportation (WSDOT) Rumble Strip project on 11.84 miles of SR 902. The amendment also adds the WSDOT “Illustrative” project US 195/Hatch Rd to Jct I-90—Dowel Bar Retrofit – NB to the TIP.

This amendment adds three local “Illustrative” projects to the TIP. The projects are from Spokane County, Cheney, and Spokane Valley

**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 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 (PM<sub>10</sub>).

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 #2 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 #2 for March 2009.