

**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 #1 for April 2009**

**FINDINGS**

**TIME FRAME:**

The Puget Sound Regional Council’s (PSRC’s) Transportation Improvement Program (TIP) amendment includes nine projects for the years 2009 through 2010.

**“ARRA” PROJECTS INCLUDED:**

This TIP amendment adds Federal Highway Administration “discretionary” funds to three “ARRA” funded projects and changes the project description on six “ARRA” funded projects. The three projects receiving additional funds are:

- Port of Tacoma—Lincoln Avenue Grade Separation
- City of Puyallup—Shaw Road Extension
- Snohomish County—Granite Falls Alternate Route

The six “ARRA” projects with project description changes are:

- King County—Bus purchases
- Kitsap Transit—Small Passenger-Only Vessel lease/purchase
- Kitsap Transit—Commuter Van purchases
- City of Poulsbo—Viking Avenue Improvements, Phase II
- Pierce Transit—Diesel-Electric Hybrid Bus purchases
- Sound Transit—Regional Express Bus purchases

**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 Executive Board amended the original projects in this amendment at its board meeting on March 12, 2009, and the Secretary of Transportation approved that amendment on March 13, 2009. The additional funds and project description changes occurred on April 3, 2009, under the PSRC administrative amendment procedures approved by the Executive Board on October 24, 2002.

**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 #1 for April 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 #1 for April 2009.

(Note: This was a “correction” for the Federal Highway Administration thereby not requiring a formal STIP amendment and approval documentation. However, to ensure transparency WSDOT did a formal TIP amendment, thereby getting documented approval from the Secretary of Transportation.)