

**WSDOT Recommendation to Secretary Hammond  
for the  
Benton-Franklin 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 Benton-Franklin Council of Governments’ (BFCG) Transportation Improvement Program (TIP) amendment adds ARRA funded projects for the years 2009 through 2010.

**“ARRA” PROJECTS INCLUDED:**

The amendment includes the Washington State Department of Transportation (WSDOT) Rumble Strip projects that may occur in the BFCG area, so this action is “planned” rather than “funded”.

The amendment includes Phase III of the expansion of maintenance facilities for the Ben Franklin Transit.

The amendment includes ten local projects in the Benton-Franklin-Walla Walla Metropolitan/Regional Transportation Planning Organization area.

**“Non-ARRA” PROJECTS INCLUDED:**

The amendment includes Federal Transit Administration 5309 (Bus) funds to Phases I and II of the expansion of maintenance facilities for the Ben Franklin Transit.

**PRIORITY OF PROJECTS:**

The BFCG distributes Surface Transportation Planning (STP) funds through a competitive process. Secured STP funding in the TIP reflect funding from earlier distributions and funding awarded through local competition. BFCG administers funding for Benton, Franklin, and Walla Walla County jurisdictions. BFCG awards funds according to memorandums of understanding with local jurisdictions. In addition, a regional process also prioritizes transportation enhancement projects for statewide funding consideration.

**FINANCIAL PLAN:**

The BFCG performs a financial feasibility assessment to determine the region's ability to meet its financial commitment on programmed projects. The financial plan begins on page seven of the TIP. Anticipated revenues for each funding category equal the obligation totals in Table 3.

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 BFCG developed this TIP amendment in cooperation with WSDOT, Ben Franklin Transit, and member jurisdictions.

**PUBLIC INVOLVEMENT:**

The BFCG has an adopted public participation process. The public participation process is described on page one and Appendix A of the TIP. The projects in this amendment were available for public review and comment as part of the BFCG public participation process. The projects were available for public review at the BFCG board meetings on February 23, 2009 and March 12, 2009.

**CONGESTION MANAGEMENT PROCESS:**

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

**AIR QUALITY CONFORMITY:**

The Environmental Protection Agency has not classified the BFCG as a non-attainment area for regulated pollutants. The BFCG is, therefore, exempt from air quality conformity.

**METROPOLITAN TRANSPORTATION PLAN CONSISTENCY:**

This amendment is consistent with the policies of the BFCG Regional Transportation Plan (RTP). The transportation goals and policies begin on page three of the TIP.

**INTERMODAL/MULTIMODAL APPROACH:**

Projects included 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 bike, pedestrian, transit, safety, air, bridge, and highway projects.

**FUNDING FLEXIBILITY:**

The BFCG 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:**

There are no adjacent Metropolitan Planning Organizations. The WSDOT South Central Region provides cross-regional consistency between the BFCG, the Yakima Valley Conference of Governments, the Palouse Regional Transportation Planning Organization, and the Quad County (QuadCo) Regional Transportation Planning Organization.

**CONCLUSION**

After review and analysis of the Benton-Franklin Council of Governments' 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 Benton-Franklin Council of Governments' TIP "ARRA" amendment for March 2009.

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

**FINDINGS**

**TIME FRAME:**

The Lewis Clark Valley Metropolitan Planning Organization (LCVMPO) Transportation Improvement Program (TIP) adds ARRA funded projects for the year 2009.

**"ARRA" PROJECTS INCLUDED:**

The amendment includes the Asotin County Scenic Way Pavement Overlay project and purchases two buses and one ADA van for transit services.

The amendment identifies three "Illustrative Projects" for potential ARRA funding including potential WSDOT Rumble Strips in Asotin County, the 13<sup>th</sup> Street Pavement Overlay in Asotin County, and the Second Street Overlay in the City of Asotin.

**"Non-ARRA" PROJECTS INCLUDED:**

The amendment also applies STP (S) funds to one safety project in the Metropolitan Planning Area.

**PRIORITY OF PROJECTS:**

The LCVMPO is a bi-state MPO with membership within the States of Idaho and Washington. Membership from Washington includes Asotin County, the cities of Asotin and Clarkston, and the WSDOT. Local jurisdictions receive Surface Transportation Planning (STP) funds from the WSDOT. Project selections are either funding secured or planned. The local jurisdictions in Washington compete for funding for STP Enhancement funds and the Transportation Improvement Board funds.

**FINANCIAL PLAN:**

The LCVMPPO calculated its financially constrained TIP using a Year of Expenditure approach acceptable to USDOT. The financial plan begins on page 12 of the TIP. There are 13 distinct funding categories that will finance transportation in the LCVMPPO area. WSDOT and the Asotin County Engineer provide the LCVMPPO funding estimates based on historic levels of funding coming into the area, availability of local match, and success of receiving past STP Enhancement and Transportation Improvement Board grants.

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 LCVMPPO developed and submitted projects in the TIP in cooperation with member jurisdictions, the Valley Transit, the Idaho Transportation Department, and the WSDOT. The Nez Perce Tribe is an ex-officio member from Idaho.

**PUBLIC INVOLVEMENT:**

The LCVMPPO has an approved public participation policy. The public participation process is described on page six of the TIP. The projects in this amendment were available for public review and comment as part of the LCVMPPO public participation process. The projects were available for public review at the LCVMPPO meeting on March 10, 2009.

**CONGESTION MANAGEMENT PROCESS:**

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

**AIR QUALITY CONFORMITY:**

The Environmental Protection Agency has not classified the LCVMPPO as a non-attainment area for regulated pollutants.

**METROPOLITAN TRANSPORTATION PLAN CONSISTENCY:**

The projects in the TIP are consistent with the policies of the LCVMPPO Long-Range Transportation Plan (LRTP). On pages nine and ten is a chart depicting the relationship between MPO TIP Projects and LRTP Policies.

**INTERMODAL/MULTIMODAL APPROACH:**

Projects included 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 bike, pedestrian, transit, safety, bridge, interchange, and highway projects. The LCVMPPO is committed to an integrated selection of projects.

**FUNDING FLEXIBILITY:**

The LCVMPPO did not use the funding flexibility provisions of SAFETEA-LU in the development of TIP, instead using the funding categories for their primary purposes.

**CROSS-REGIONAL CONSISTENCY:**

There are no adjacent Metropolitan Planning Organizations. The WSDOT South Central and Eastern Regions provide cross-regional consistency between the LCVMPPO and the Palouse Regional Transportation Planning Organization.

**CONCLUSION**

After review and analysis of the Lewis Clark Valley Metropolitan Planning Organization'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 Lewis Clark Valley Metropolitan Planning Organization's TIP "ARRA" for March 2009.