

**WSDOT Recommendation to Secretary Hammond
for the
Southwest Washington 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 Southwest Washington Regional Transportation Council’s (RTCs) Transportation Improvement Program (TIP) amendment #2 adds ARRA funded projects that will be completed in the years 2009 through 2010.

“ARRA” PROJECTS INCLUDED:

This TIP amendment moves one “illustrative” project each from the cities of Battleground, Camas, Ridgefield, Vancouver, and Washougal; one Clark County; one Port of Vancouver; six C-TRAN; and one WSDOT project from “illustrative” to American Recovery and Reinvestment Act (ARRA) funded into RTC’s TIP. C-TRAN has added one ARRA funded project to this amendment.

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. RTC supports all aspects of the transportation system including roads, public transportation, sidewalks, bike lanes, and travel demand management.

The RTC used its regionally established transportation goals and policies when selecting and prioritizing the projects in TIP amendment #2.

FINANCIAL PLAN:

As indicated in the financial plan, beginning on page nine of the TIP, the funds programmed do not exceed estimated revenues. TIP amendment #2 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 RTC developed this amendment in cooperation with WSDOT, C-TRAN, Clark County, the Port of Vancouver, and member jurisdictions. All parties are active members of RTC.

PUBLIC INVOLVEMENT:

The RTC's public involvement process is on page three of the TIP. Citizens and appropriate parties had a reasonable opportunity to comment on TIP amendment #2 at the January and February 2009, RTC Board meetings.

CONGESTION MANAGEMENT PROCESS:

The RTC Board of Directors adopted a Congestion Management Process for the Clark County region in August 2006. The Congestion Management Process provides continuing analysis of transportation system congestion to identify and implement needed transportation improvements. This amendment is consistent with RTC's adopted Congestion Management Process.

AIR QUALITY CONFORMITY:

The Vancouver/Portland air quality maintenance area (AQMA) is designated "unclassifiable-attainment" for Ozone and no longer needs to demonstrate conformity for Ozone. The Vancouver AQMA is currently designated a CO maintenance area. The region's approved Limited Maintenance Plan (LMP) for CO indicates the area will continue to maintain CO standards. Therefore, it is unnecessary to perform analyses and emission budget tests for regional conformity and emissions. Pages six through eight of the TIP address the RTC's air quality analysis.

The projects in the March 2009 amendment #2 comply with air quality requirements of the region.

METROPOLITAN TRANSPORTATION PLAN CONSISTENCY:

The Metropolitan Transportation Plan (MTP) identifies and recommends highway, transit, and other transportation related improvements needed to ensure an adequate level of mobility for Clark County. Projects included in the TIP are drawn either directly from specific recommendations made in the MTP or are developed from a more general series of recommendations. Starting on page A-1 of the MTP, transportation improvements which have been incorporated into the MTP transportation network for Clark County are listed. The projects included in this TIP amendment are consistent with RTC's Metropolitan Transportation Plan.

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 RTC did not use the funding flexibility provisions of SAFETEA-LU in the development of its TIP.

CROSS-REGIONAL CONSISTENCY:

Active participation among the WSDOT Southwest Region, Clark County, Washington, and Portland, Oregon provides cross-regional consistency of the TIP. Coordination and cooperation in transportation planning activities between the two states afford cross-representation on transportation technical and policy committees as well as coordination in the development of the MTP and the Unified Planning Work Program.

CONCLUSION

After review and analysis of the Southwest Washington 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 Southwest Washington Regional Transportation Council's TIP "ARRA" amendment #2 for March 2009.

**WSDOT Recommendation to Secretary Hammond
for the
Thurston Regional Planning Council
Metropolitan Planning Organization
American Recovery and Reinvestment Act of 2009
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Amendment #2 for March 2009**

FINDINGS

TIME FRAME:

The Thurston Regional Planning Council's (TRPC) Transportation Improvement Program (TIP) amendment #2 adds ARRA funded projects that will be completed in the year 2009.

"ARRA" PROJECTS INCLUDED:

This amendment programs ten urban and rural projects from the Local Oversight and Accountability Panel. The projects are as follows:

- Minnesota Street Overlay & Pedestrian Improvement (North of SR 507) (Rainier)
- Minnesota Street Sidewalk (South of SR 507) (Rainier)
- Sussex Avenue Pedestrian & Lighting Improvements (Tenino)
- Old Hwy 99 Bridge (O-6) Replacement – Prairie Creek (Thurston County)
- Old Hwy 99 Turn Lane – North of Great Wolf Lodge (Thurston County)
- Steilacoom Road Pedestrian Enhancement (Thurston County)
- Lacey Woodland Trail – Phase II (Lacey)
- Union Avenue Overlay (Olympia)
- Capitol Boulevard Preservation (Dennis St to Israel Rd) (Tumwater)
- Capitol Boulevard Sidewalk & Bike Lane ("E" St to "M" St) Tumwater

No WSDOT or Intercity Transit projects are in this amendment. TRPC will submit another amendment after receipt of WSDOT and Intercity Transit projects.

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 projects in TIP amendment #2.

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, 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 TRPC developed amendment #2 in cooperation with WSDOT and member jurisdictions.

PUBLIC INVOLVEMENT:

The TRPC public involvement process is on page 11 and Appendix E of the TIP. The projects were available for public review and comment as part of the TRPC's public participation process.

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 (PM₁₀). However, the State Implementation Plan (SIP) does not require any action related to transportation to reduce PM₁₀. Appendix D in the TIP includes the TRPC's air quality analysis.

The projects in the March 2009 amendment #2 comply with regional air quality conformity requirements.

METROPOLITAN TRANSPORTATION PLAN CONSISTENCY:

This TIP amendment's projects are 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 #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 Thurston Regional Planning Council's TIP "ARRA" amendment #2 for March 2009.

**WSDOT Recommendation to Secretary Hammond
for the
Whatcom 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:

This Whatcom Council of Governments (WCOG) Transportation Improvement Program (TIP) amendment adds ARRA funded projects that will be completed in 2009.

"ARRA" PROJECTS INCLUDED:

This TIP amendment adds and amends projects approved for ARRA funding into the WCOG MPO/RTPO combined urban/rural TIP. The amendment includes three urban projects and five rural projects, including one tribal project.

MPO

- City of Bellingham, 2009 Pedestrian Crossing Safety
- City of Ferndale, Second Avenue Reconstruction and Extension
- Whatcom Transportation Authority, Replace (Approx 11) Full-size Buses

RTPO

- City of Blaine, Boblett Street
- Lummi Nation, Haxton Way / Red River Pedestrian Path
- City of Lynden, East Grover Reconstruction
- City of Sumas, Bob Mitchell Avenue
- Whatcom County, Scott Ditch Bridge #245

No WSDOT or Whatcom Transportation Authority (WTA) projects are in this amendment. WCOG will submit another amendment after receipt of WSDOT and WTA projects.

PRIORITY OF PROJECTS:

Local jurisdictions and agencies submitted projects to the WCOG for integration into the regional process. The WCOG prioritizes proposed projects using a process that involves all MPO and RTPO members. The TIP consists of intermodal projects that are consistent with the Whatcom Transportation Plan.

FINANCIAL PLAN:

The WCOG performs a financial feasibility assessment to determine the region's ability to meet its financial commitment on programmed projects. The WSDOT 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 WCOG developed the TIP amendment in cooperation with member jurisdictions, the Whatcom Transportation Authority, the Port of Bellingham and WSDOT. All parties are active members of the Transportation Advisory Committee, Policy Board and/or the WCOG Full Council.

PUBLIC INVOLVEMENT:

All projects in this TIP amendment were available for public review and comment when the Whatcom Transportation Policy Board adopted the 2009 TIP and amendment at public hearings on October 8, 2008 and December 29, 2008. Consistent with the WCOG Public Participation Plan outlined on page 4 of the WCOG TIP, public notices were published in the local paper of record on September 21, 2008, and December 14, 2008, respectively.

CONGESTION MANAGEMENT PROCESS:

The WCOG is not a Transportation Management Area (TMA) and is not required to have a Congestion Management Process (CMP).

AIR QUALITY CONFORMITY:

The WCOG is in an attainment area and is exempt from air quality conformity.

METROPOLITAN TRANSPORTATION PLAN CONSISTENCY:

The projects in the WCOG TIP amendment are consistent with the goals and policies of the *Whatcom Transportation Plan*.

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 WCOG 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 Whatcom Council of Government'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 Whatcom Council of Government's TIP "ARRA" amendment for March 2009.