

**WSDOT Recommendation to Secretary Hammond
for the
Puget Sound Regional Council
Metropolitan Planning Organization
American Recovery and Reinvestment Act of 2009
“ARRA”
2010-2013
Transportation Improvement Program
Amendment for February 2010**

FINDINGS

TIME FRAME:

The Puget Sound Regional Council’s (PSRC’s) Transportation Improvement Program (TIP) amendment #2 for February 2010 includes the years 2010 through 2011.

“ARRA” PROJECTS INCLUDED:

This TIP amendment adds three new “ARRA” funded projects and amends one existing “ARRA” funded project.

New:

- City of Lakewood: Lakewood Traffic Signal Upgrades Phase 3 – Fiber Interconnect, \$200,000
- City of Bothell: Annual Arterial Roadway Preservation, \$488,000
- City of Everett: ARRA Hot Mixed Asphalt (HMA) Overlay, \$800,000

Amended:

- City of Seattle: South Lake Union Mercer Corridor Improvements, adds \$30,000,000

“NON-ARRA” PROJECTS INCLUDED:

This TIP amendment adds three new “Non-ARRA” projects and amends one “Non-ARRA” project.

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 projects 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 Capital Program Development and Management 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 posts the next board meeting agenda with its proposed TIP amendments as required in its public participation plan on its [web site](#). The meeting minutes reflecting amendment approval are also on the [web site](#). The projects in this amendment were approved by the Transportation Policy Board on February 11, 2010, or processed under authorized administrative amendment procedures adopted 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. This 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, marine, 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 "ARRA" TIP amendment #2 for February 2010, 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 "ARRA" TIP amendment #2 for February 2010.

**WSDOT Recommendation to Secretary Hammond
for the
Southwest Washington Regional Transportation Council
Metropolitan Planning Organization
2010-2013
Transportation Improvement Program
Amendment for February 2010**

FINDINGS

TIME FRAME:

The Southwest Washington Regional Transportation Council's (RTC's) Transportation Improvement Program (TIP) amendment for February 2010 covers federal fiscal years 2010 through 2012.

PROJECTS INCLUDED:

This TIP amendment adds five 2010 federal appropriation funded projects at the 85% funding level and three 100% "funding secured" projects.

PRIORITY OF PROJECTS:

The project 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 this TIP amendment.

FINANCIAL PLAN:

As indicated in the financial plan, beginning on page 12 of the TIP, the funds programmed do not exceed estimated revenues. This TIP amendment uses federal, state, and local funding.

The Capital Program Development and Management 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 RTC developed this amendment in cooperation with the WSDOT, the cities of Vancouver and Washougal, the ports of Vancouver and Ridgefield, C-TRAN, and other member jurisdictions. All parties are active members of RTC.

PUBLIC INVOLVEMENT:

The RTC's public involvement process is on page four of the TIP. Citizens and appropriate parties had a reasonable opportunity to comment on this TIP amendment at the February 2, 2010, RTC Board meeting.

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 seven through nine of the TIP address the RTC's air quality analysis.

The projects in the February 2010 amendment 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 project included in this TIP amendment is 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 amendment for February 2010, 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 amendment for February 2010.

**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 for February 2010**

FINDINGS

TIME FRAME:

The Spokane Regional Transportation Council’s (SRTC) Transportation Improvement Program (TIP) amendment for February includes the year 2010.

“ARRA -TIGER” PROJECT INCLUDED:

- WSDOT project US395/NSC-Francis Avenue to Farwell Road received \$35,000,000 in ARRA TIGER funding. WSDOT will add \$700,000 making the project total \$35,700,000.

“NON-ARRA” PROJECT INCLUDED:

- WSDOT project North South Corridor Project Engineering received a federal earmark of \$360,000 for design work and purchase of right-of-way. WSDOT added \$40,000 making the project total \$400,000.
- WSDOT US195/Hatch Road received a federal earmark of \$1,753,000 for right-of-way. WSDOT added \$36,000 of state funds increasing the cost of the project by \$1,789,000.

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 11 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 Capital Program Development and Management 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 WSDOT and member jurisdictions.

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 are in the existing TIP and have been through the MPO public participation process including approval by the Spokane Regional Transportation Council Board.

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 (PM₁₀).

SRTC must still model CO emissions and not exceed the allowable air quality budgets. The projects in this amendment comply with regional air quality conformity requirements.

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, highway, transit, and safety 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 amendment for February 2010, 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 amendment for February 2010.

**WSDOT Recommendation to Secretary Hammond
for the
Wenatchee Valley Transportation Council
Metropolitan Planning Organization
2010-2016
Transportation Improvement Program
Amendment for February 2010**

FINDINGS

TIME FRAME:

The Wenatchee Valley Transportation Council (WVTC) Transportation Improvement Program (TIP) amendment for February 2010 covers calendar year 2010.

PROJECT INCLUDED:

This TIP amendment adds one project:

- WVTC – Metropolitan Planning, STP(U) \$137,000

PRIORITY OF PROJECTS:

The process used to select and prioritize the project considered regionally established transportation goals and policies including safety, preservation, environmental impacts, and increased efficiency of the transportation system.

FINANCIAL PLAN:

The project in the TIP amendment will use federal funds for completion. The WVTC performs a financial feasibility assessment to determine the region's ability to meet its financial commitment on programmed projects.

The Transportation Planning 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 WVTC developed this amendment in cooperation with WSDOT; Okanogan, Chelan and Douglas Counties; Link Transit; and member jurisdictions. All parties are active members of WVTC.

PUBLIC INVOLVEMENT:

The WVTC public involvement process is on pages 4 & 5 of the TIP. The projects were available for public review and comment as part of the regional TIP development process and at the WVTC meeting on February 11, 2010.

CONGESTION MANAGEMENT PROCESS:

The WVTC is not a Transportation Management Area (TMA) and is not required to have a congestion management process.

AIR QUALITY CONFORMITY:

The WVTC is in attainment for EPA regulated pollutants and not subject to conformity rules.

METROPOLITAN TRANSPORTATION PLAN CONSISTENCY:

The projects in the WVTC TIP amendment are consistent with the goals and policies of the *“2005 Confluence 2025: A Strategic Transportation Plan for the Wenatchee Area.”* These goals and policies address safety; access; connectivity; congestion and mobility; land use; and alternative forms of transportation.

INTERMODAL/MULTIMODAL APPROACH:

The 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 did not use the funding flexibility provisions of SAFETEA-LU in development of this amendment, instead using the funding category for the primary purpose.

CROSS-REGIONAL CONSISTENCY:

Cross-regional consistency is achieved by active participation between the MPO staff; WSDOT North Central Region; Chelan, Douglas, and Okanogan Counties; twenty-two cities; two Port Districts; transit agencies; and tribes. WSDOT monitors projects that connect Douglas, Chelan, and Okanogan Counties. The WSDOT North Central Region's representation on adjoining RTPO technical and policy committees enhances regional coordination and cooperation.

CONCLUSION

After review and analysis of the Wenatchee Valley Transportation Councils' TIP amendment for February 2010, 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 Wenatchee Valley Transportation Councils' TIP amendment for February 2010.