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- Town of Bucoda
- Thurston County
- North Thurston Public Schools
- Olympia School District
- Intercity Transit
- LOTT Clean Water Alliance
- Port of Olympia
- PUD No. 1 of Thurston County

ASSOCIATE MEMBERS:

- Lacey Fire District #3
- Puget Sound Regional Council
- The Evergreen State College
- Thurston Economic Development Council
- Timberland Regional Library

MEMORANDUM

TO: Thurston Regional Planning Council

FROM: Holly Gilbert, Senior Planner

DATE: December 12, 2016

SUBJECT: RTIP Amendment 17-02

PURPOSE

Discuss two proposed amendments to the 2017-2020 Regional Transportation Improvement Program (RTIP).

Summary:

- Two amendments have been requested to the 2017-2020 RTIP.
 - One amendment is from Washington State Department of Transportation (WSDOT) for the I-5/SR 510 Interchange – Reconstruct Interchange project. The amendment is to add federal dollars to the PE phase.
 - The second amendment is from Thurston County for the Innovative Safety Program – High Friction Surfacing Treatment project. The amendment is to reflect that the project has recently secured funding, and also reflects a change in the project title, and description.
- These project amendments are consistent with the Regional Transportation Plan.

	Program Area	Mission Statement
X	MPO/RTPO	A
	Core Services	
	Contract Services	
	Grant Services	

REQUESTED ACTION

Discuss the proposed amendments in preparation for action in February.



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BACKGROUND

About the RTIP and STIP

The RTIP is a four-year programming document derived from the comprehensive six-year Transportation Improvement Programs (TIPs) that each local agency develops and adopts annually. In turn, the RTIP is used by the state to prepare the State Transportation Improvement Program (STIP).

The RTIP serves these main purposes:

- 1) It identifies a list of transportation projects that will be forwarded to the state for inclusion in the STIP. For federally funded projects, even if project funding has been awarded, it is not available to jurisdictions and agencies until the project is included in the STIP. To be included in the STIP, projects must be programmed for funding (funding-secured) in local Transportation Improvement Plans (TIPs) in the four-year period for both urban and rural areas and meet one or more of the following criteria:
 - a. Have federal funding
 - b. Are WSDOT projects
 - c. Are regionally significant, regardless of funding source.
- 2) It demonstrates financial constraint for the projects referenced above.
- 3) It demonstrates consistency with RCW 36.70A, Section 70 of the Washington State Growth Management Act requiring transportation planning to be coordinated and consistent with local comprehensive plans.
- 4) It demonstrates that regionally significant projects programmed for funding during the time period will not cause or contribute to any new violation of the federal air quality standards for particulate matter of 10 microns or less (PM₁₀), will not increase the frequency or severity of any existing violation of the standards, nor delay timely attainment of the standards.
- 5) It identifies other programmed and planned transportation projects adopted in local six-year Transportation Improvement Programs.

RTIP and STIP Amendments

Federal requirements stipulate that changes to the RTIP require an amendment to the original document, which then triggers an amendment to the STIP. This is important because a jurisdiction cannot proceed with a project for which it has been awarded federal money until the STIP is formally amended and approved by the federal agencies.

Depending upon the kind of change required of the RTIP, this amendment may be a "formal amendment" process or a streamlined "administrative modification." TRPC's amendment and modifying processes for the RTIP incorporates guidance provided by WSDOT on amending and modifying the STIP.

Both projects under consideration today require an amendment to the RTIP, which in turn will trigger amendment to the STIP.

Amendment Request

There are two requests to amend the 2017-2020 RTIP, requiring TRPC action. At your January meeting, the Council will discuss the amendments, in preparation for action in February.

Amendment requested by WSDOT Olympic Region	
Project Title	I-5/SR 510 Interchange – Reconstruct Interchange
STIP ID #	300502C34
Reason for Amendment	Add \$6,700,000 in state funding to the PE phase. This is to restore funding to the PE phase that was removed from the STIP prematurely during 2016 annual update based on the assumption that all the PE funds would be authorized. Only \$900,000 of the total \$7,600,000 was authorized in 2015. Therefore, this amendment is to add back the remaining \$6,700,000 PE funds that were not authorized previously.
Project Description	This project is looking at converting the existing interchange to a Diverging Diamond configuration.
Amount	This project has a total estimated cost of \$71,100,000, all of which are state funds. The revision triggers a formal amendment because it is above three million dollars, which is one of the criteria requiring an amendment.
Action	Add \$6,700,000 state funding to the PE phase.

Amendment requested by Thurston County	
Project Title	Innovative Safety Program – High Friction Surfacing Treatment
STIP ID #	WA - 09502
Reason for Amendment	The project has secured federal funding for the CN phase, and is to obligate in 2017. The amendment will reflect a new total cost, the source of funding, and a revised title, description, and obligation date. This project is currently in Appendix A of the 2017-2020 RTIP, as a planned project to obligate in 2022, with a placeholder amount of \$1,000 in the PE phase. Now that funding has been secured, the amendment will reflect that all funding will be on the CN phase, and will move the project into the RTPO list of projects in Table 6 of the RTIP, allowing it to obligate in 2017.
Project Title	<i>Amend project title to:</i> Innovative Safety Program – High Friction Surfacing Treatment <i>From current project title:</i> Innovative Safety Program
Project Description	<i>Amend project description to:</i> High friction surfacing treatments on various county roads. Includes related activities. <i>From current project description:</i> High friction surfacing at selected sites.
Amount	This project has a new total estimated project cost of \$2,040,000. The project will be funded by \$1,836,000 federal HSIP funds, and \$204,000 local funds. All funding will be on the CN phase and will obligate in 2017.
Action	Amend project title, description, phase obligation amounts, and expenditure schedule.

The Transportation Policy Board (TPB) will consider the amendment requests at their January meeting and forward a recommendation to TRPC to be included in your February staff report.

Public comment will be solicited and any received will also be included in your February staff report.