



MEMBERS:

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- North Thurston Public Schools
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- Intercity Transit
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- Port of Olympia
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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 *HG*

DATE: February 24, 2017

SUBJECT: RTIP Amendment 17-04

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

PURPOSE

Discuss a proposed amendment to the 2017-2020 Regional Transportation Improvement Program (RTIP).

Summary:

- An amendment has been requested by the WA State Dept. of Transportation (WSDOT) to the 2017-2020 RTIP.
- The amendment is for the I-5/Martin Way Bridge – Special Repair project and reflects that there has been a decrease in project cost. The decrease is at a level that it triggers a formal amendment. There is also a minor change in the project description to add further detail, but is not a change in project scope. The decreased cost of the project is due to a new detailed cost estimate.
- The project amendment is consistent with the Regional Transportation Plan.

REQUESTED ACTION

Discuss the proposed amendment in preparation for action in April.



Marc Daily
Executive Director

2424 Heritage Court SW
Suite A
Olympia, WA 98502-6031

360-956-7575
360-956-7815 Fax

www.trpc.org

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.

The project under consideration today requires an amendment to the RTIP, which in turn will trigger amendment to the STIP.

Amendment Request

The WA State Dept. of Transportation requests an amendment to the 2017-2020 RTIP, requiring TRPC action. At your March meeting, the Council will discuss the amendment in preparation for action in April.

Amendment requested by the WA State Department of Transportation	
Project Title	I-5/Martin Way Bridge – Special Repair
STIP ID #	300539B
Reason for Amendment	The project cost has decreased from \$4,611,839 to \$939,641. Because this is more than a 30% decrease, it triggers a formal amendment.
Reason for decreased project cost	Initial estimate by WSDOT was derived from an internal parametric process based upon previous projects of similar type. The decrease is due to a new detailed cost estimate based upon this specific project scope and location. The project scope did not change.
Project Description	<i>Amend project description to add a new final sentence so it reads:</i> The strip seal expansion joints on these structures have reached their usable service life and need replacement. This project will replace the strip seal expansion joints to extend the service life of the structures. Replace strip seal expansion joints on bridges 005/337W and 005/337E.
Amount	This project has a new total estimated project cost of \$939,641. The previous project cost was \$4,611,839. The project will be funded by \$918,003 in federal funds and \$21,638 in local funds. The phase obligation amounts and expenditure schedule for the project are also being amended to reflect the updated project cost.
Action	Amend the project cost, description, phase obligation amounts, and expenditure schedule.

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

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