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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 Gilsbert, Senior Planner

DATE: March 31, 2017

SUBJECT: RTIP Amendment 17-04, Olympia Quince Street Sidewalk Project

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

PURPOSE

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

Summary:

- An amendment has been requested to the 2017-2020 RTIP by the City of Olympia for the Quince Street Sidewalk project, reflecting an increase in project cost, with local funds being added to cover those costs.
- The City of Olympia is requesting that TRPC take action to approve the amendment at its April meeting, to allow the project to obligate in time for the summer construction season.
- Public notice is underway on the project amendment and will conclude on April 14.
- Staff recommends the Council approve the amendment in April, with the provision that such approval is based on no public comments of a substantive nature being received during the comment period. If such comments are received, the project will return to TRPC in May for further discussion.
- This project amendment is consistent with the Regional Transportation Plan.

REQUESTED ACTION

Amend the 2017-2020 Regional Transportation Improvement Program to update the City of Olympia, Quince Street Sidewalk project, as presented, with the provision that such approval is based on no public comments of a substantive nature being received during the comment period. If such comments are received, the project will return to TRPC in May for further discussion.



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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.

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

Amendment Request

The City of Olympia requests an amendment to the 2017-2020 RTIP, requiring TRPC action:

Amendment requested by the City of Olympia	
Project Title	Quince Street Sidewalk
STIP ID #	Oly1312f
Project Description	New description: <i>Remove existing asphalt walking path and replace it with curb and a concrete sidewalk.</i> <i>Remove and replace existing asphalt pavement.</i>
Reason for Amendment	The total project cost has increased above 30% to include asphalt overlay in the project. The initial scope of work was to remove the existing asphalt walkway and replace it with a concrete sidewalk and curb. However, during the design phase, it was determined that the pavement condition adjacent to the asphalt walkway was poor and unlikely to survive typical construction activities. Therefore, the City is incorporating into the project the removal and replacement of the existing asphalt pavement adjacent to the at-grade walkway on Quince Street from Reeves Middle school entrance to a point 45 feet south of the sidewalk repair limits. The additional Asphalt paving work will be paid for with Local funds.
Amount	Total project cost is increasing from \$209,685 to \$388,729. This is more than a 30% increase in cost, which triggers a formal amendment to the RTIP. The increase in cost will be covered by local funds, which will increase from \$37,635 to \$216,679. Federal TAP funds of \$172,050 for the project remain unchanged.
Action	Amend the project to reflect the increase in project cost and corresponding increase in local funds. Amend the project description to add "Remove and replace existing asphalt pavement."

The City of Olympia is requesting that TRPC take action to approve the amendment at its April meeting, to allow the project to obligate in time for the summer construction season.

Public notice is underway on the project amendment and will conclude on April 14.

Staff recommends the Council approve the amendment at its April meeting, with the provision that such approval is based on no public comments of a substantive nature being received during the comment period. If such comments are received, the project will return to TRPC in May for further discussion.

This project amendment is consistent with the Regional Transportation Plan.