MEMORANDUM

TO: Thurston Regional Planning Council

FROM: Sara Porter, Assistant Planner

DATE: February 28, 2020

SUBJECT: RTIP Amendment 20-03

PURPOSE

This report is for informational purposes and to provide TRPC the opportunity to comment on Regional Transportation Improvement Program (RTIP) formal amendments prior to the Transportation Policy Board (TPB) taking them up for consideration of approval.

Attached is the TPB staff report on an RTIP amendment.

Summary:

- If any member of TRPC has a comment about the RTIP amendment in the attached staff report, please make this known prior to Approval of the Agenda so time can be made on the agenda to comment or, you may contact TRPC staff, Sara Porter, porters@trpc.org, 360-741-2518, prior to the meeting.

REQUESTED ACTION

None

79:dc

Marc Daily
Executive Director

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MEMORANDUM

TO: Transportation Policy Board

FROM: Sara Porter, Assistant Planner

DATE: February 28, 2020

SUBJECT: RTIP Amendment 20-03

PURPOSE

Act on a proposed amendment to the 2020-2023 Regional Transportation Improvement Program (RTIP).

Summary:

- An amendment has been requested to the 2020-2023 RTIP by Intercity Transit for the Pattison Maintenance and Operations Base Rehabilitation and Expansion project, reflecting that federal funding has been increased for the project.
- The RTIP amendment will trigger a STIP amendment for this project, which will allow the project to go forward.
- This project amendment is consistent with the Regional Transportation Plan.

REQUESTED ACTION

Amend the 2020-2023 Regional Transportation Improvement Program to update the Intercity Transit Pattison Maintenance and Operations Base Rehabilitation and Expansion project, as presented.

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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 Programs (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 (PM_{10}), 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 an amendment to the STIP.

In November 2017, TRPC approved a change to the RTIP amendment process such that the Transportation Policy Board (TPB) is now the approving body for formal RTIP amendments.
Intercity Transit has requested an amendment to the 2020-2023 RTIP, requiring TPB action.

**Amendment requested by Intercity Transit**

<table>
<thead>
<tr>
<th>Project Title</th>
<th>Pattison Maintenance and Operations Base Rehabilitation and Expansion</th>
</tr>
</thead>
<tbody>
<tr>
<td>STIP ID #</td>
<td>WA-09457</td>
</tr>
<tr>
<td>Description</td>
<td>This project will complete improvements on the North parcel portion of the Pattison Maintenance, Operations and Administrative Base (MOA) Rehabilitation and Expansion project including the development of a new Administrative building, a new fuel, wash and maintenance facilities building, and remaining North parcel site improvements as required under the Development Permit. This is a multiyear project and the funding programmed reflects the funds within the span of the STIP.</td>
</tr>
<tr>
<td>Reason for Amendment</td>
<td>The project has secured additional federal funding. The RTIP is being amended to reflect new funding levels, updated total estimated cost, and associated revisions to project title and description.</td>
</tr>
<tr>
<td>Amended Amount</td>
<td>Federal funds: Previous - $2,297,846. New - $12,303,104.</td>
</tr>
<tr>
<td>(Secured)</td>
<td>Local Funds: Previous - $12,889,042. New - $13,290,358.</td>
</tr>
<tr>
<td>Total Est. Cost of Project</td>
<td>Previous - $27,376,519. New - $82,000,000</td>
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<tr>
<td>Action</td>
<td>Amend the project to reflect the above changes.</td>
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Public comment is being solicited on TRPC's website. As of the time of the writing of this report, none has been received. Additionally, TRPC has received a copy of this staff report as an informational item in their packet, and can comment to TPB on the amendment if they so choose. If either public or TRPC comment is received, it will be provided at the TPB meeting.