MEMORANDUM

TO: Transportation Policy Board
FROM: Sara Porter, Assistant Planner
DATE: March 4, 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 (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 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>
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</thead>
<tbody>
<tr>
<td>STIP ID #</td>
<td>WA-09457</td>
</tr>
<tr>
<td><strong>Project Description</strong></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>
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<tr>
<td><strong>Reason for Amendment</strong></td>
<td>The project has secured additional federal funding. The RTIP is being amended to reflect new funding levels, updated totals, estimated cost, and associated revisions to project title and description.</td>
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<tr>
<td><strong>Amended Amount</strong></td>
<td>Federal funds: Previous - $2,297,846. New - $12,303,104.</td>
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<td>Local Funds: Previous - $12,889,042. New - $13,290,358.</td>
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<tr>
<td><strong>Total Est. Cost of Project</strong></td>
<td>Previous - $27,376,519. New - $82,000,000</td>
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<td><strong>Action</strong></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.