

**PALOUSE REGIONAL
TRANSPORTATION PLANNING
ORGANIZATION
(PRTPO)**



2015-2018

**Transportation Improvement
Program**

**Project and financial plan for Asotin, Columbia, Garfield and
Whitman Counties**

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2015 Membership of the PALOUSE RTPO Technical Advisory Committee

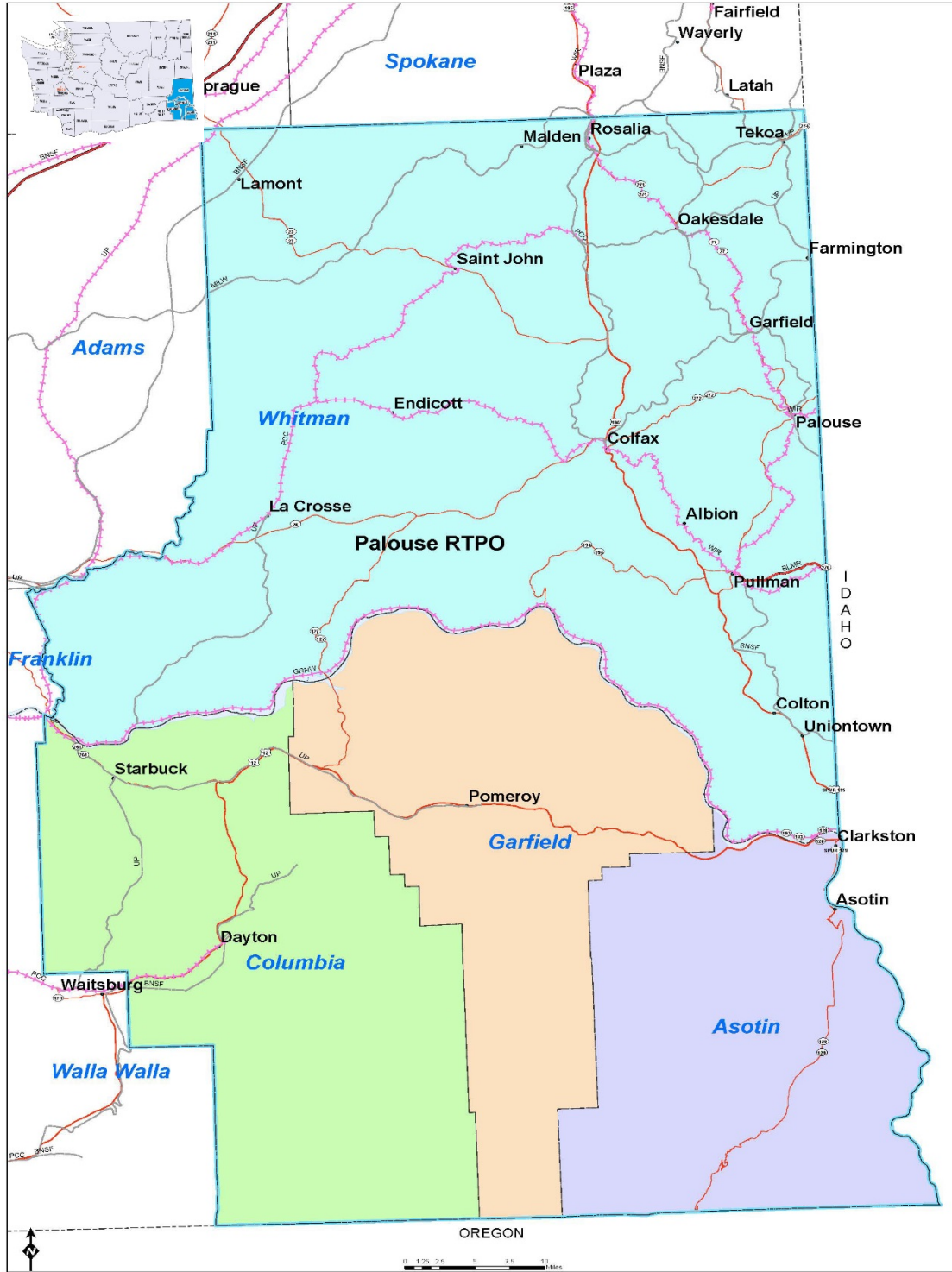
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Please note: Any agency representative or technical staff person within any of the four counties, cities and ports of Asotin, Columbia, Garfield and Whitman is eligible to be a member of TAC (Technical Advisory Committee).

PALOUSE RTPD POLICY BOARD MEMBERS

Members	Title	Representing
Brian Shinn	Asotin County Commissioner	Asotin County
Craig George	Mayor	City of Dayton
Dan Boone	Commissioner	Port of Whitman County
Dean Kinzer	Commissioner	Whitman County
Dennis Palmer	Mayor	Town of Oakesdale
Don Whitehouse / Paul Gonseth, alternate	Regional Administrator	WSDOT, South Central Region
Dwight Robanske	Commissioner	Columbia County
Janet Danley	Director	WWCC Clarkston
Jennie Dickinson	Manager	Port of Columbia
Jim Martin	Public Works Director	City of Clarkston
John A Shaheen	Director	WSU Transportation
Keith Metcalf / Char Kay, alternate	Regional Administrator	WSDOT, Eastern Region
Kevin Gardes	Public Works Director	City of Pullman
Kim Gates	Transit Manager	Asotin PTBA Transit
Kristen Hatala	Transit Manager	Garfield County Transit
Lora Brazell	Manager	Port of Garfield
Michael Echanove	Mayor	City of Palouse
Michael Wagner	Manager	Pullman Transit
Mike Rizzitiello	City Administrator	City of Colfax
Robert Ward	Councilman	City of Rosalia
Stephanie Guettinger	Transit Manager	Columbia County Transportation
Suzanne Seigneur	Transit Director	COAST Transportation
Wanda Keefer	Manager	Port of Clarkston
Wynn McCabe	Commissioner	Garfield County
		Town of Albion
		Town of Colton
		Town of Endicott
		Town of Farmington
		Town of Garfield
		Town of LaCrosse
		Town of Lamont
		Town of Malden
		Town of St. John
		Town of Tekoa
		Town of Uniontown
		City of Pomeroy

PALOUSE RTPO (PRTPO) Planning Map



Palouse RTPO Map

Palouse RTPO Boundary	State Boundary	County Boundary	City Boundary	Other
Major Highway	Minor Highway	Interstate	State Route	Local Road
Railroad	Waterway	Other	Other	Other

Introduction

Purpose of the Regional Transportation Improvement Program (TIP)

Washington State regulations require the development of a six-year Regional Transportation Improvement Program (Regional TIP) that must be updated at least every two years. The purpose of the Regional TIP is to outline the region's transportation projects and financing plans based on demonstrated consistency between project implementation and regional planning goals.

The TIP includes, but is not limited to, projects such as pavement overlays, roadway widening, bridge replacements or repair, signal systems, safety enhancements, bicycle and pedestrian facilities, and transit improvements.

This Regional TIP is formed from the 2015-2020 Six-Year Transportation Improvement Programs (Local TIPs) that are developed by PRTPO member jurisdictions. The State of Washington requires cities, towns, counties and tribes to submit a list of projects annually; the list constitutes a six-year financial plan for transportation project implementation and a new six year transportation program gets adopted by each city and towns by June 30th each year and April 1st for Transit agencies.

Consistent with State as well as Federal mandates, the Regional TIP is a financially constrained plan. All projects listed as "selected" (S), have secured funding and are ready for implementation in 2015, 2016, 2017, or 2018. The projects that have secured federal funding are the projects that have been forwarded to the State (WSDOT) for processing in the biennial STIP.

All projects listed as "planned" (P), are projects listed in the Local TIPs but do not have secured funding. The list identifies needed improvements in the region. All projects that were submitted for consideration for the 2015-2020 report cycle are attached.

Background

The Palouse RTPO was established in 1993 to serve Asotin, Columbia, Garfield and Whitman counties. Members of the Palouse RTPO represent the general purpose local and special district governments, and the large employers within the region. Currently, the Southeast Washington Economic Development Association (SEWEDA) serves as the lead agency for the PRTPO.

The principal mission of the Palouse RTPO is to provide southeast Washington's four counties with a Regional Transportation Plan (RTP) that fosters a positive quality of life, encourages economic development, and provides a safe, reliable, and efficient system to transport people, goods, and services.

Policies:

1. REGIONALLY SIGNIFICANT PROJECTS:

According to Federal Highway Guidelines, regionally significant projects mean a transportation project (other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA's transportation conformity regulation (40 CFR part 93)) that are on a facility which serves a regional transportation need (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, employment centers, or transportation terminals) and would normally be included in the modeling of a Metropolitan Planning Area's (MPO) transportation network.

In addition to FHA guidelines, the Palouse RTPO considers projects regionally significant that demonstrate freight significance, that connect communities, counties, or states and/or any alteration and addition that increases the capacity of our roads and infrastructure that fosters economic development and provides valuable services to people and goods.

At a minimum, this includes all principal arterial highways and all fixed guide way transit facilities that offer a significant alternative to regional highway travel.

2. COMPLIANCE WITH THE REGIONAL PLAN

For a project to be eligible for the RTIP, it first must be included in, or consistent with, the adopted Local Agency Plan and the Regional Transportation Plan. Regionally significant capital projects, roadway capacity and/or general purpose roadway projects must be individually listed or clearly part of a larger project. Certain projects seeking to improve safety, increase multi-modal opportunities, or enhance the existing transportation system may be programmed in the RTIP without individual identification in the regional plan, so long as they are consistent with the established goals and objectives of the plan and are funded with revenue identified by the plan. Local agencies must provide proof of the governing body's support and that the public has had a reasonable opportunity to provide input on the proposed project.

3. FINANCIAL FEASIBILITY

The Palouse RTPO will program funds to projects eligible for Federal Transportation Alternative Program (TAP) funds to match the expected two- to four-year allocation based on estimates provided by WSDOT. On occasion, the PRTPO Policy Board may determine it beneficial to program more than the four-year expected allocation.

4. UNFUNDED PRIORITIES

Upon adoption of the RTIP, the PRTPO shall endorse or reaffirm its commitment to seeking resources through grant programs for regional priority projects not funded within the four-year financial feasibility included in the RTIP. The endorsed list of priorities shall be used to identify projects to be funded in the event that additional funding becomes available to the PRTPO, either

through higher than expected appropriations, new grant programs, or from funding that is returned from any other RTPO, MPO, or TMA statewide not able to use its full award.

5. UNANTICIPATED FUNDS

If and when the PRTPO, receives unanticipated funds (e.g. project closeouts, additional grant allocations), the Transportation Policy Board can program a project from the appropriate list of unfunded projects from the UPWP or RTP. If the PRTPO has already met the obligation target for the fiscal year that the unanticipated funds are received, the funds may be carried forward to be distributed at a future call for projects.

6. ELIGIBILITY FOR LOCAL AGENCY MANAGED FEDERAL GRANT FUNDS

At a minimum, any proposed project to improve the safety, capacity, operations, or physical condition of roadways identified on the PRTPO's adopted regionally significant network is eligible for regionally managed federal grant funds disbursed by local agencies. In addition, projects that improve safety or multi-modal opportunities on routes not identified on the regionally significant network (e.g., sidewalks on local roads, greenways, etc.) also are eligible as long as they meet all applicable federal codes and regulations. Certain regionally managed federal grant funds may require additional conditions to be met in order to be considered eligible. Regionally managed federal grant funds will be awarded to projects that are in locations contained within the geographic area of the associated grant program (e.g., Urban Small, Rural, and Any Area). Only the PRTPO Policy Board has the authority to distribute TAP funds. The PRTPO Policy Board currently does not distribute STP funds to local agencies.

7. THE PALOUSE RTPO'S COMMITMENT TO PROJECTS

With the adoption of the RTIP or its subsequent amendments, the PRTPO formally commits to ensuring that regionally-managed federal grant funds identified for a project are provided as programmed unless such funding is not available due to changes in law or federal regulations, if funding is not appropriated at anticipated levels, or is lost to the periodic rescission of unobligated balances. Should regionally managed federal grant funding be removed from a project as a result of a decrease in funding levels, that project shall remain a top priority for funding once revenues are identified or restored.

Any project programmed in the RTIP, which continues to meet all eligibility requirements while maintaining the proper support of the local agencies, shall continue to be a priority for the PRTPO as the region develops a new RTIP. Programmed projects with federal funding already obligated shall automatically have unobligated programmed funds carried forward to the new RTIP, unless that project is proven to have a fatal flaw, loses the support from the local agency, or is estimated to cost more than 25% beyond previous total project cost estimates provided to the PRTPO (see Policy 9).

8. LOCAL AGENCIES COMMITMENT TO PROJECTS

Local agencies are responsible for ensuring that their project information contained in the RTIP is correct, that it accurately represents the scope of work being performed, and the amount of funding being requested is accurate. The local agency is responsible for providing to the PRTPO an honest accounting of project details including costs, implementation schedules, and local matching fund sources at the time of the application for federal funds and anytime such details change, or at the request of PRTPO. Three months prior to the beginning of the Federal Fiscal Year, the Technical Advisory Committee (TAC) will review the projects programmed for the upcoming year. If it is determined that the scheduled projects are not ready to move forward, the PRTPO and local agencies will reprogram the projects that are ready to move forward for the upcoming fiscal year.

9. DORMANT OR INACTIVE PROJECTS

Local agencies with projects scheduled for obligation in the upcoming fiscal year are given a one-year grace period to obligate the assigned funding. In the event that a local agency does not obligate funding within the one-year grace period, the PRTPO Policy Board and the local agency shall determine together if the funds will potentially be reprogrammed to the next highest eligible priority, including projects identified in the PRTPO list of unfunded priorities. Per WSDOT, project phases which have been obligated, and appear on WSDOT's inactive project list, may be subject to de-obligation with granted funds returned to the region.

10. COST INCREASES/COST OVERRUNS

The responsibility for any cost overrun(s) on a project already under contract shall be determined by the prevailing contractual agreement between WSDOT and the local agency. The PRTPO shall be notified of any issues regarding cost overruns. In cases where a project that is awarded federal grant funds does not have sufficient funding to fulfill the scope of the project as originally programmed, the local agency may be granted the flexibility to shift funding across phases and/or years (depending upon the availability of funding for local agencies) to cover the increased costs for the affected phase. Should additional funding be required to implement the phase, the local agency will be responsible for securing that additional funding from an alternative source of revenue or compete for additional funds at the next available call for projects.

11. CHANGES IN THE SCOPE OF WORK

All changes to the scope of work for projects already programmed in the RTIP with federal grant funds must be communicated to the PRTPO. If a scope amendment is needed, the PRTPO Policy Board shall consider such amendment for TAP projects once submitted by the local agency and approved as to form by the PRTPO staff. Any changes that significantly depart from the original scope may be removed from the RTIP or reprogrammed as determined by local agencies.

12. PROJECT TRACKING

In order to facilitate the implementation of the RTIP policies, the PRTPO will work with WSDOT to present to member agencies a full accounting of the funds obligated for each project, and any changes in the status of those projects. Local agencies should inform the PRTPO of any underutilization of funds as soon as any are discovered.

13. RTIP AMENDMENT CYCLES

The PRTPO Policy Board adopts the full RTIP in October of each year. The PRTPO will consider amendments to the RTIP on a quarterly basis or as needed. The annual schedule of amendment cycles will be established by the PRTPO prior to the beginning of each Federal Fiscal Year.